

PACIFIC MOTOR BOAT

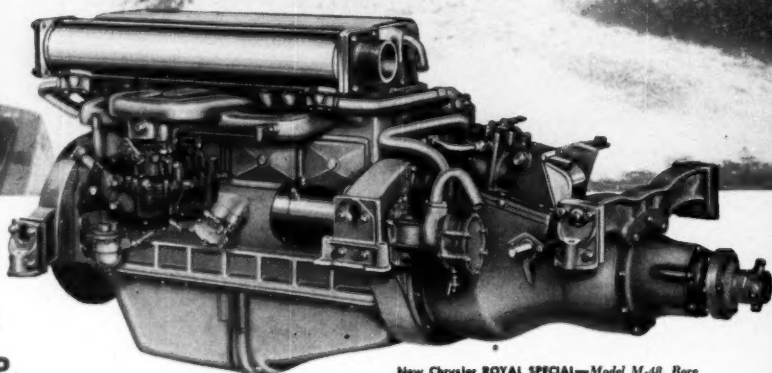


In This Issue
Trailer Cracking the Wave
The International Cruiser

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GM-9

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To the nation-wide network of Chrysler Marine Engine Dealers, we are pleased to announce the addition of the three listed above.

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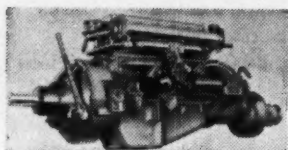
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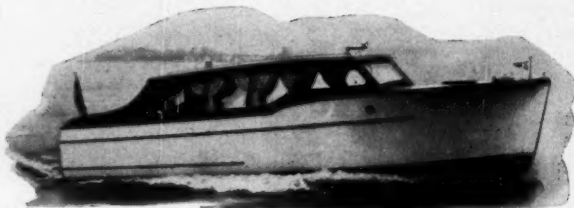
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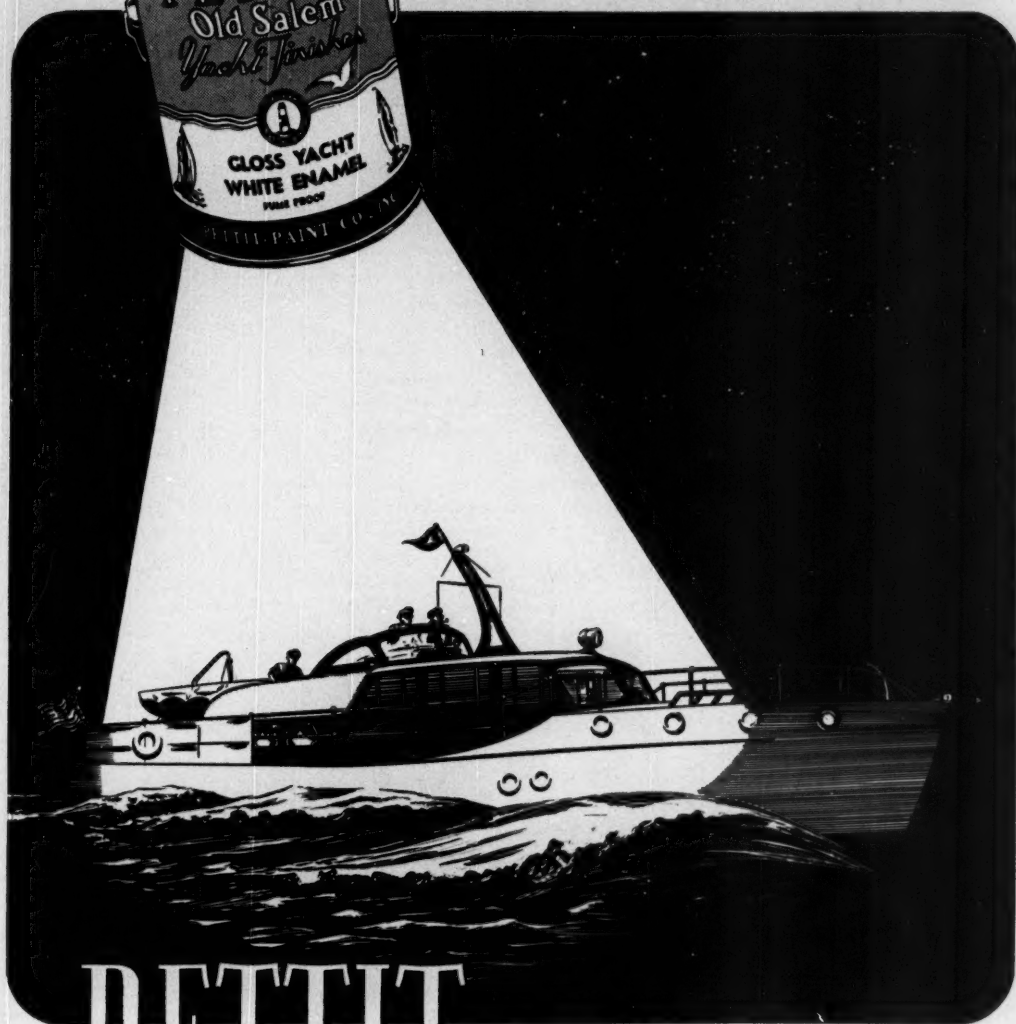
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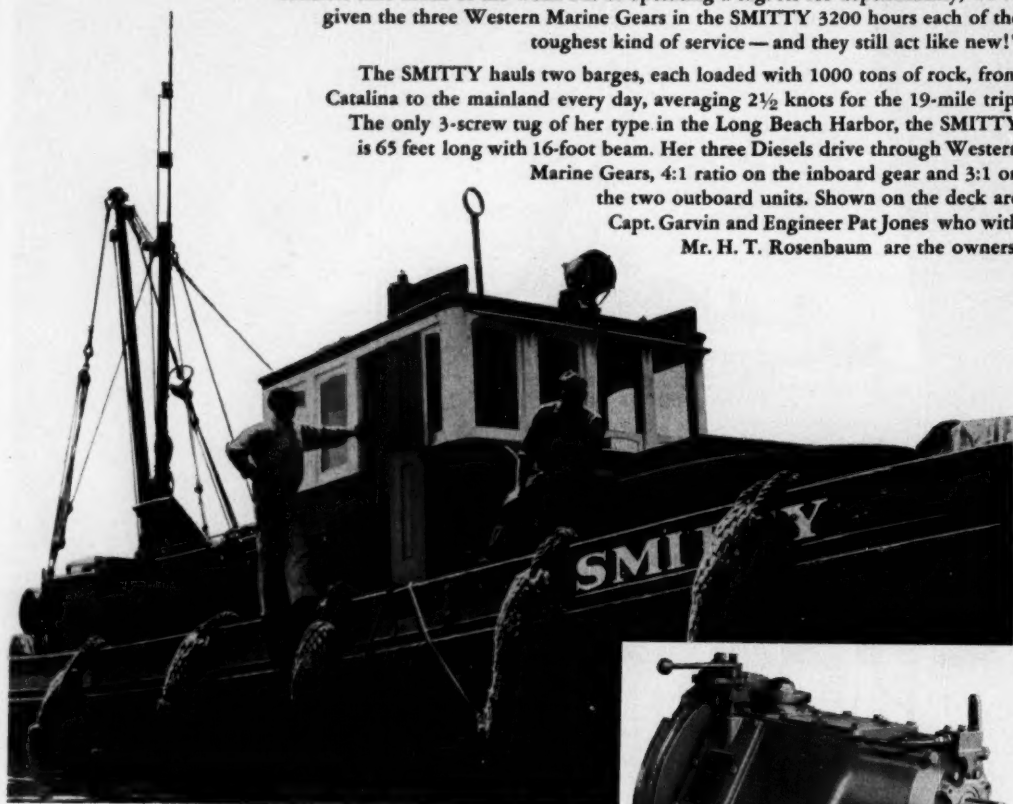
PETTIT PAINT CO. INC., BELLEVILLE, NEW JERSEY... SINCE 1861

PACIFIC COAST DISTRIBUTORS: Nardby Supply Co., Seattle, Wash., and Ketchikan, Alaska; The Beebe Co., Portland and Astoria, Oregon; Carstens Marine Supplies, Spokane, Wash.; Gray's Motor Service, Inc., Salt Lake City, Utah; B. H. Heggen Co., Ltd., San Francisco and Los Angeles, Calif.; Harbor Marine Supply Co., Terminal Island, Calif.; Balboa Marine Hardware Co., Newport Beach, Calif.; Nuttall Styris Co., San Diego, Calif.; Outdoor Equipment Corp., Las Vegas, Nevada; Jack Bolton Marine, Denver, Colo.

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Western Marine Reverse & Reduction Gear

We will be glad to send you further information and literature on the Western Marine Reverse and Reduction Gear (shown here with a power take-off installed), or on other Pacific-Western marine equipment, which includes the planetary type of reduction gears, Vee-Drives, trawl winches, etc. Write, wire, or phone your nearest Pacific-Western office.



**Says
Capt.
George
Garvin**



504

WESTERN GEAR WORKS

Manufacturers of **PACIFIC-WESTERN** Gear Products

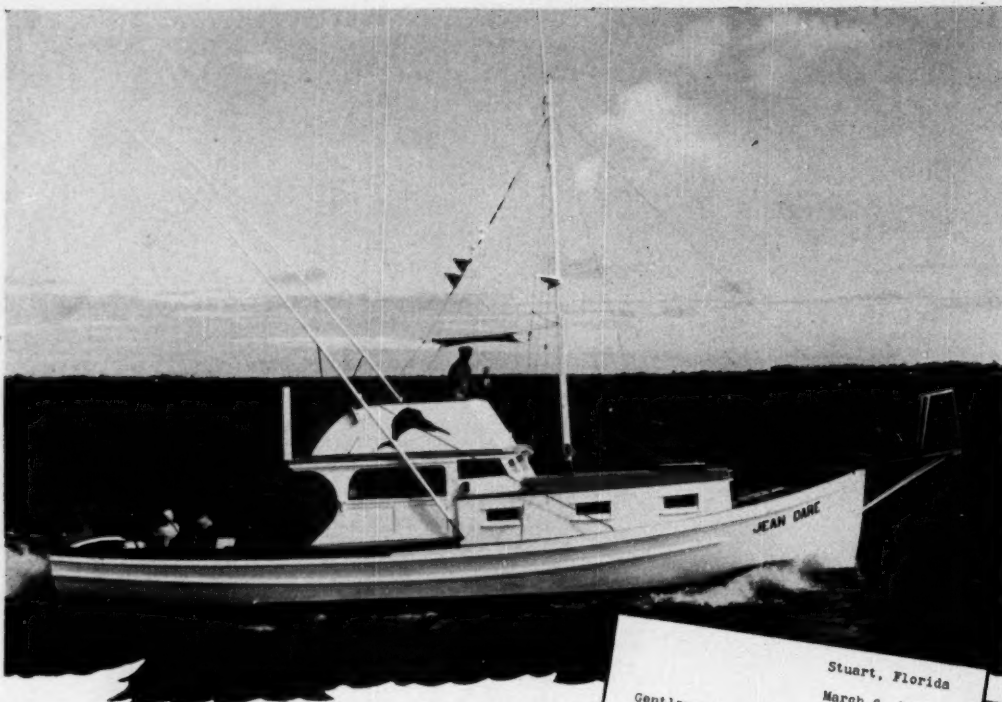
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SEPTEMBER 1950

PACIFIC MOTOR BOAT

5



"The NORDBERG is the smoothest, most economical engine I have ever operated"

THESE comments, made by an experienced sport fisherman, add further emphasis to the fact that Nordberg Gasoline Marine Engines deliver the kind of performance that pays off . . . whether you're fishing for pleasure, or for profit.

Captain Dare's sleek 42 ft. *JEAN DARE* is powered with the 135 H.P. Model 340 Nordberg Engine. For further details, send for a copy of Bulletin 143-B.

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Milwaukee 7, Wis.

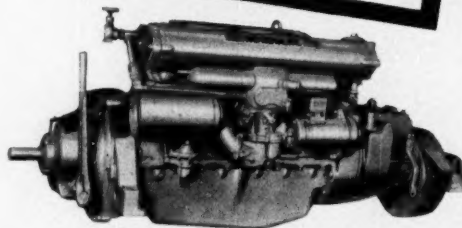
G750

Stuart, Florida
March 6, 1950

Gentlemen:

I have been engaged in Sport fishing for the past twenty-six years and during that period have operated numerous makes of engines. The Nordberg engine I installed this Fall in my boat, the "Jean Dare", has given excellent performance and is the smoothest and most economical engine I have ever operated.

Carl Dare



NORDBERG GASOLINE MARINE ENGINES are built in three 6-cylinder models, up to 135 H.P. at 3000 R.P.M. for direct drive or with 1.68, 2.44, 3.32 and 4.12 reduction gear ratios . . . all with STA-NU-TRAL CLUTCHES.



A DIVISION OF HOOVER

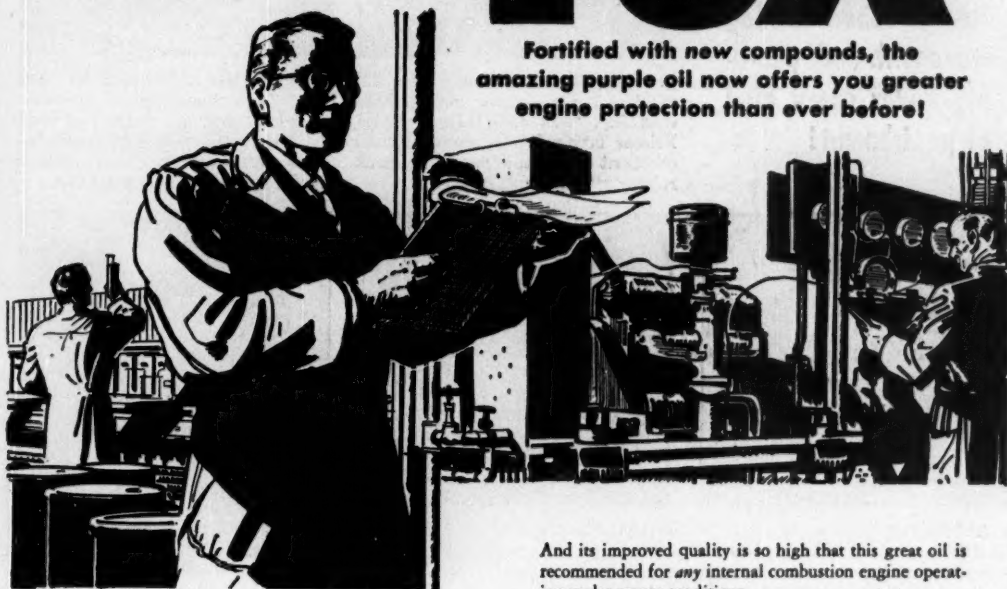
NORDBERG

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Have you heard about the ***NEW*** **T5X?**

Fortified with new compounds, the amazing purple oil now offers you greater engine protection than ever before!



Surpasses "Supplement 1" specifications

The amazing purple oil is now better than ever! With even greater alkaline reserve, oxidation resistance, detergency and other upgraded qualities, the new T5X surpasses the exacting standards of U. S. Army Specification 2-104B, Supplement 1.

Its superiority has been clearly established in both the Coordinating Research Council gasoline engine tests and the rugged "Caterpillar" Diesel tests.

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And its improved quality is so high that this great oil is recommended for any internal combustion engine operating under severe conditions.

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Field tests made by outside companies under critical operating conditions have also proved the amazing stability and performance of the new T5X in all types of equipment—including trucks, tractors, construction equipment, marine engines and varied types of stationary engines.

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UNION OIL COMPANY OF CALIFORNIA

3M compound caulks decks permanently!

**Tough rubber caulking
stays with deck plank-
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of punishment!**



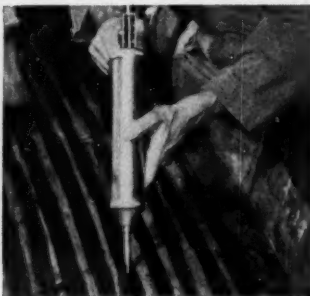
1. PRIMING the old deck of a 42' yawl, after removing old oil-base caulking. "3M Line" Deck Seam Primer brushed into seams assures excellent adhesion of new permanent rubber caulking.



2. SPOTTING accelerator on "3M Line" Deck Seam Sealer. Accelerator is kept separate in the can until just before sealer is to be applied—mixes with sealer to give a caulk as tough as a heavy-duty truck tire.



3. BLENDING two parts of "3M Line" Deck Seam Sealer together with spatula. Sealer is now ready for application—will set within a few hours (depending on temperature) to permanent, flexible caulk.



4. CAULKING can be done with gun or spatula. Free-flowing "3M Line" Deck Seam Sealer extrudes easily into deck seams... adheres tightly to sides of planking... gives caulk with strength and spring.



5. CUTTING excess sealer flush with deck—with sharp chisel. Note how "3M Line" Deck Seam Sealer cuts off in long, rubbery, continuous strips. Sealer is in the deck for keeps—ready for final finishing.



6. SANDING is final step in finishing new permanently caulked deck. Deck is now ready for any finish desired. Neat black stripes of "3M Line" Deck Seam Sealer, however, will give nice contrast to holystoned decks.



7. RACING yawl *Katuna*. Decking shows excellent adhesion of sealer after full year of racing. Ask your marine supplier about the complete "3M Line" of Marine Products. Or write our Adhesives & Coatings Division—Dept. PMB950.



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PACIFIC MOTOR BOAT

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SEPTEMBER, 1950

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THE COVER—Hell-bent for Albacore

Part of the 36-cruiser fleet which bolted out of Newport Harbor July 8 on the fifth annual two-day Inter-Club Albacore Derby, in which the Southern California Tuna Club, with a total catch of 597 pounds (or points) among five boats, permanently retired the Buffum three-win trophy.

—Bob Ruskau photo.

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REVERSE AND

REDUCTION GEARS

LETTERS

A Handbook For Every Pilot House

We have received your 1950 **HANDBOOK** and wish to congratulate you and your organization on its publication. It is an outstanding volume of necessary information and one that should be aboard every cruiser on the Pacific Coast.—**VICTOR ORIS-TANO**, National Ass'n of Engine and Boat Mfr's, Inc., 420 Lexington Avenue, New York 17, N. Y.

EDITOR'S NOTE: Pacific Motor Boat **HANDBOOK** is sent to all our subscribers. Additional copies of this handy, pocket-size "Almanac of the Pilot House," which includes cruising information, rules of the road, marine engine trouble shooting guide, yacht club rosters, nautical lore, and dozens of other features, are obtainable from our Seattle office.

Anti-Electrolysis Aid Asked

... I have a steel built cruiser, bought the early part of 1948. ... After eight months, I noticed a slight action of electrolysis, but I thought by making my grounds different in the motor and regrounding the hull, that I had it under control. But when taking it out this last month (with a year in the water) it showed considerable signs of electrolysis at the water line on the stern, which is a very heavy plate. ...

All the wiring is of 2-wire system. No splicing of wire for each outlet. ... It shouldn't have any leaks in the electrical system as there aren't any splices. ... I have zinc plates on the rudder and struts. Therefore, I am most anxious to know where I could get some information to eliminate this electrolysis.—**W. T. GIBBS**, 727 Albemarle Street, El Cerrito, California.

Arbitrary Park Service Rulings Feared

... The National Park Service has a bill pending in the Senate which has already passed the House that we are very much interested in. That bill, H. R. 4403, would give the Park Service the necessary authority to control the (Roosevelt) lake and to put out any regulations it might desire without advance notice to the public. We have contacted all of the members of the Committee on Interior and Insular Affairs, as well as our own Senators, and asked that the bill be amended so as to prevent the Park Service from doing so. ... What we would like to do now is to get the names and addresses of the yacht clubs or other boating organizations on Lakes Mead and Millerton so that we can contact them.—**BOYD HANNA**, commodore, Grand Coulee Dam Yacht Club, P. O. Box 291, Coulee Dam, Washington.

Paradise of Waters?

... since subscribing to your magazine, I have become the owner of a 28-foot, twin Graymarine-powered cruiser, designed by William Garden and built by H. S. Roberts, La Conner, Wash. She is berthed in the paradise of waters, Puget Sound.—**JOHN T. SAMPSON**, 402 Fitzpatrick Bldg., Portland 5, Oregon.

Real Cruising Country

We certainly will be interested in the Pacific Motor Boat **HANDBOOK** as we are every year, especially since we are planning a return trip to Alaska—Sitka this time. We were so thrilled with our trip to Juneau that we just have to go again. That is the real cruising country.—**C. L. KLIEVES**, commodore, Bremerton Yacht Club, Bremerton, Washington.

Rogue Boat Conquered Salmon

Please send me the issue which contained the article about the trip up the Salmon River, made by Mr. Wooldridge and Reuel Hawkins. Also advise me if you can of anyone who has a plan for a boat of this type used by Wooldridge on this trip.—**CARL H. W. PRESTON**, 1577 Grandola Avenue, Los Angeles 41, California.

EDITOR'S NOTE: The boat used was the Rogue River design of "rapids" boat, which we are informed that Wooldridge originated.

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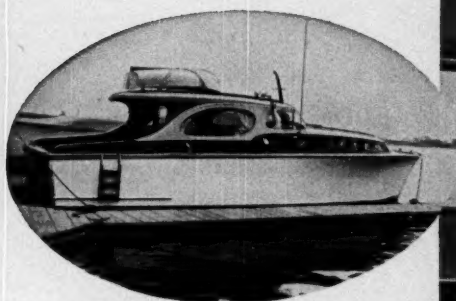
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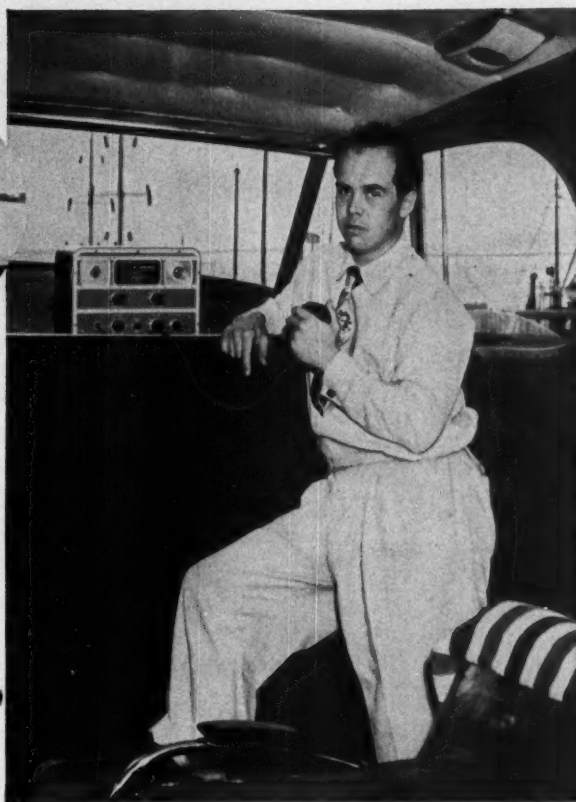
San Pedro
TE 3-2787



"LITTLE HONEY," a Harco 40, fast luxury cruiser, built by Harbor Boat Building Co., Los Angeles Harbor, Calif.

"Performance exceeds our expectations"

BURTON BENWELL
Long Beach, California



BURTON BENWELL, owner of "Little Honey," member of the Santa Catalina Island Tuna Club, is enthusiastic about his Radiomarine Radiotelephone—Radio Broadcast Receiver, Model ET-8044.

"We are proud to have it in our cabin"

"Just recently your new radiotelephone was installed aboard our yacht, 'Little Honey,' and we are very happy to report that its performance exceeds our fondest expectations and greatly exceeded your claims. As a matter of fact, we are able to communicate 80 miles consistently.

"As an entertainment receiver on the standard broadcast band, we derive much pleasure from its excellent fidelity and simplicity of operation. The set itself is very handsome and we are proud to have it displayed so prominently in our cabin."

Boat owners from all ports of the nation praise the performance of the Radiomarine Radiotelephone and Standard Broadcast Radio, Model ET-8044. This dependable, easy-to-operate equipment is designed for mounting on table or bulkhead aboard small craft. It operates from the boat's 6- or 12-volt battery.

★ ★ ★

Radiomarine has Radiotelephones, Radio Direction Finders, Radar and Loran for every type of craft. Write for descriptive literature.

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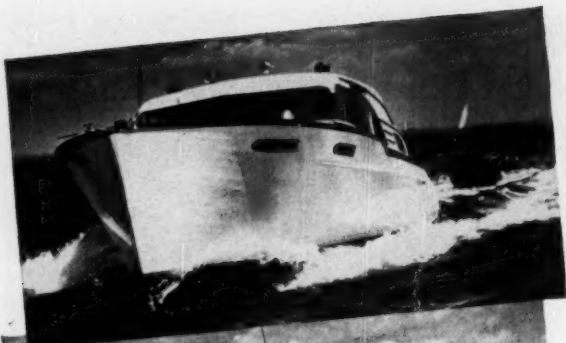
RADIOMARINE CORPORATION of AMERICA

A SERVICE OF RADIO CORPORATION OF AMERICA

SEPTEMBER 1950

PACIFIC MOTOR BOAT

11



Month



After Month



After Month



DULUX YACHT WHITE stays white!

REG. U. S. PAT. OFF.

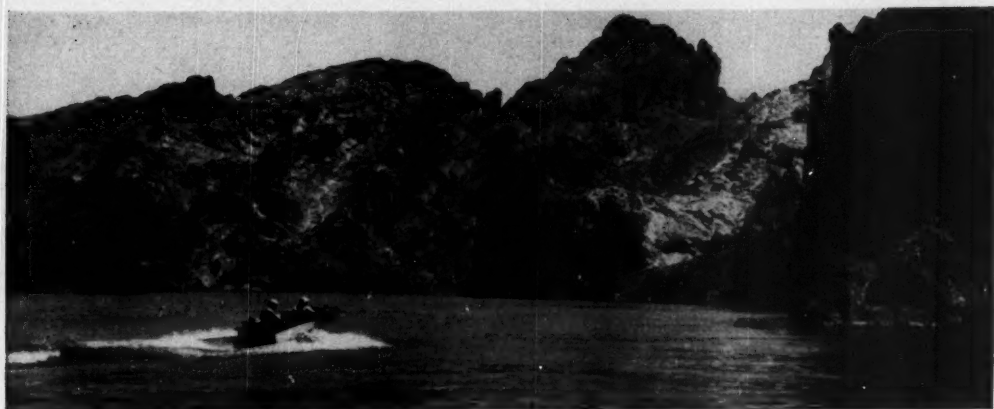
Smart skippers know the real test of a yacht white comes at season-end. And, from experience, they've learned that DULUX Yacht White passes the test with flying colors. *Months* after it goes into the water DULUX Yacht White is still a brilliant white . . . despite sun, salt spray, oil and harbor gases.

Yes, DULUX Yacht White is the *smart-looking* White . . . for every type of boat. And DULUX is *rugged* . . . stands up under hard knocks, resists chipping and cracking . . . protects every square inch of your boat from waterline to masthead.

DULUX Yacht White is available in Gloss, Semi-Gloss or Flat. If you prefer a color, there are 12 smart DULUX Ship & Deck Finishes to choose

from, at your DULUX Marine dealer's. See him today for the complete line of famous DULUX Marine Finishes. E. I. du Pont de Nemours & Co. (Inc.), Finishes Division, Wilmington 98, Delaware.





In Devil's Elbow, Mojave Canyon

Trailer-Cruising the Desert Lakes

Here's some practical information on cruising waters, fishing, camp sites, and supplies in the new inland seas of the Southwest

by Clinton R. Hull

FOR the boatman and fisherman—or hunter—who develops a yen to wet a bottom in new waters, a portable boat of some kind and the string of inland desert lakes along the lower Colorado River is the answer.

Here is some useable information as to where, when and how to enjoy the 500 odd miles of grade A boating and fishing water lying between the lower end of the Grand Canyon and the Mexican border.

With the completion of 726-foot high Hoover Dam in 1936 the world's biggest man-made reservoir, back of the world's highest dam, in some of the driest, most rugged, colorful and

spectacular country on earth, came into being. It caught and settled the millions of tons of silt that formerly made the river "too thick to drink, too thin to plow" and backed 115-mile long Lake Mead, a two-armed, unbelievably clear, blue lake nearly 600 feet in depth, right into the lower end of the Grand Canyon itself and opened a vast recreational and boating area within easy driving distance of the greater portion of the southwest.

Parker Dam, some 140 miles farther south, created 40-mile long Lake Havasu, while the recently

completed Davis Dam contains the now filling Lake Mojave whose headwaters will reach nearly to the tail-race of Hoover Dam. Below Parker Dam several minor diversion dams, the largest of which is Laguna, just above Yuma, Arizona, created smaller lakes, still amply large for small boats and outboard cruisers.

All of these lakes and the river between them are heavily stocked with game fish. Lake Mead, especially, is famous for its tremendous "lunker" bass and big trout, and the cold water for several miles below the dam affords some of the finest trout fishing in the west.



Trailer cruising—left, the author's outfit passes twin Joshua trees along the road to the Colorado River. Right, camping on Topeck Bay, across from Shorty's Camp on Lake Havasu.



There is bass water to dream about in the Colorado River lakes.

Lake Havasu and the lower reservoirs are too warm for trout, but Havasu's bass are second only to Mead's in size and the whole length of the river below Grand Canyon, including Lake Mead, is the natural home of the blue gill, crappie, bass, carp, "bull head" and channel catfish.

Mead, Mojave and Havasu lie mostly in rugged terrain, where the average rainfall is five and a half inches and fog is practically unknown. Color is everywhere; in the high cliffs along the waterways, the dunes of white sand piled high on the red, black and brown slopes of the treeless mountains and the brilliant blue of the lakes and sky.

Mornings are crisp and cool, days usually bright and warm, and the nights cool to cold, while the stars seem almost close enough to touch. It is a climate totally unknown to our coastal regions and a grand place to thaw out from an over-dose of foggy weather. It's a country that bears knowing, each visit calling for another, and the vast expanse of water—Lake Mead alone has a shore line of more than 500 miles—absorbs the hundreds of boats so completely that once away from the landings meeting a dozen fellow boatmen in a day is unusual.

The lower river, from Shorty's Camp on Topock Bay, Arizona, (15 miles from Needles, California) to Yuma, Arizona, is rapidly becoming one of the west's favorite winter playgrounds and trailer camp spots.

Like all the southwest desert areas, the summers are far too rugged for most of us, temperatures often hitting 120 degrees, so the period from September 15 to June 1 is the tourist season. Winter days are usually dry and clear with temperatures seldom below freezing, but

my own preference, for both boating and fishing, is September 15 to November 15 and April 1 to June 1.

Temperatures, weather and season vary from year to year and from north to south, the Yuma country and as far north as Havasu having an earlier spring season and a later fall season than Lake Mead. Until one is well acquainted with the various locations it may save disappointment to write any of the landings listed here, or to National Park Service, Boulder City, Nevada, for specific information on any particular area.

Primarily Lake Mead is big boat water, though hundreds of small craft, from rowboats to outboard cruisers, are in use. Its distances are long and the main camps and supply points at Overton, Boulder Bay and Temple Bar are approximately 45 miles apart. Pierce Ferry, at the practical upper end of the lake, is 45 miles above Temple Bar but carries only a small supply of emergency gas and has no other accommodations except the services of a resident watchman, launching site and primitive campground. Though it is but 90 miles from Boulder Bay, silting and floating debris make it impractical to cruise much above this point.

These 45- to 90-mile distances are no problem to the larger inboards with ample fuel capacity, but become a major problem to the small outboard runabout. Pierce Ferry is popular with many sportsmen because of its isolation and excellent fishing, but food and fuel must be carried in with them overland.

Another favorite fishing spot on this arm of the lake is in Virgin Canyon above Temple Bar. Supplies, fuel, rental boats and motors, camp and trailer-camp ground, a

limited number of cabins and watchman care for boats left moored in the bay are to be had at Temple Bar. The landing here is operated by Flother and Barry, Kingman, Arizona.

Hualpai Landing at the upper end of Virgin Canyon, between Temple Bar and Pierce Ferry, is undeveloped, as is Bonelli Landing at the mouth of Detrital Valley. These camps are all reached via graded gravel roads connecting with Highway 66 at different points between Hoover Dam and Kingman.

The Lake Mead Boat Company, Boulder City, Nevada, operates the other three main landings on the lake. One is at Las Vegas Wash, one at Boulder Bay and one at Overton, all in Nevada, all with excellent launching sites and docks, boats and motors to rent, fuel and supplies and all on good paved roads.

Overton Landing, at the junction of the Virgin and Muddy Rivers, off Highway 91, is the most popular fishing point on the lake, the rugged walls and dozens of rocky canyons along the west shore being the favorite hiding places for the big bass—and carp. Cabins and camp grounds are also available and the town of Overton is some six miles away over a good paved road.

The landing at Las Vegas Wash is primarily a small boat dock and harbor, with mooring space for a great many boats but no cabins or improved camp ground. The company's main landing is at Boulder Bay in Hemenway Wash about six miles from Boulder City and 32 miles from Las Vegas.

It is from this dock that the passenger runs are made to the head of the lake, to the dam, to other points of interest and to the best fishing grounds in Boulder Canyon, some 12 miles away. Charter boats are available here if the visitor's craft is too small to make the longer runs.

A wide cement launching ramp extends far out into the lake, even at low water, making launching and loading of trailer carried boats comparatively easy. There are no launching charges although the National Park Service collects a small annual permit fee, based on the size of the boat, which is payable but once each year.

The large boat harbor here is well protected on the north by Saddle Island, which is an island only at high water during the summer and early fall. A short distance away Lake Mead Lodge has deluxe accommodations for those who prefer

its comforts and a mile from the landing the National Park Service has developed a beautiful, shaded camp ground and trailer park on the lake shore just above high water line. Every camp comfort is to be had, from coin-operated, built-in outdoor electric stoves to public bathhouses and a mile-long bathing beach.

There is no charge for the use of this camp but as in most national parks the visiting limit is for thirty days only and it may save trouble to apply at the Park Service building at the entrance for an assigned space.

All of the landings on Lake Mead are in the mouths of washes and with the exception of the camp at Boulder Beach all have little or no shade or protection from wind. Bonelli Landing is particularly exposed to the sweep of north and south winds funneling through Detrital Wash and the Virgin River Valley.

And there is wind on all the lakes at times. Usually the afternoon breeze is not enough to create a dangerous chop but when a hard wind does strike, waves in the open lake can mount quickly and high. For this reason experienced lakers never leave a landing without telling the ranger or attendant where they are going and when they will return. They carry a day's supply of concentrated foods, matches and coats or blankets if the weather is cool, and they travel close to shore at all times. When the wind begins to kick up they get ashore as quickly as possible, or into a protected side canyon, and wait for the blow to subside or the rescue boat to find them. Usually these blows last only a few hours but do occasionally hold on for longer periods.

If this sounds discouraging it is not so intended. Hard blows are far from an everyday occurrence and if the above precautions are taken there is little actual danger. The important thing to remember is that fresh water kicks up a much more closely spaced chop than does salt water, that what in the clear desert air appears to be a mile away may in reality be several miles across and that desert winds may come without warning, or with but a few spasmodic gusts of air before them.

The lake falls as much as 40 feet during the months after the spring run-off. At the river's peak flow in late spring and early summer it rises at the almost unbelievable rate of a foot a day. No small boat should ever be pulled partly ashore and left otherwise unsecured. Either



On the Colorado River lakes. Top, Boulder Bay and Overton afford excellent launching ramps on Lake Mead. Center, boat landing and harbor at Temple Bar. Lower, view of Parker Dam from the free launching site on the Arizona side.

rising water or wave action may float it clear and away.

Lake Mojave is still in the process of filling and no new landings are presently in existence except one new concession site planned for Katherine Wash, about two miles above Davis Dam on the Arizona side. At present only a landing is provided, pit toilets are available and primitive camping is permitted, but a good gravel road leads eight miles to the main highway.

The present river camps between Hoover and Davis dams will be moved back, enlarged and improved as the lake reaches its maximum height. At Searchlight Ferry on the Nevada side the cabins are already

relocated and the camp at Willow Beach will soon follow. Horace Emery, Searchlight, Nevada, operates Searchlight Ferry. Flother and Barry, Boulder City, Nevada, have the Willow Beach camp on the Arizona side, while Muri Emery, Nelson, via Searchlight, Nevada, has the concession at Eldorado Canyon on the Nevada shore.

Boats, motors, cabins, camp grounds and launching sites for small craft are to be had at these camps and the roads are reasonably good between them and the highways. 1951 should see all the Lake Mojave landings moved, the lake limits well established and fishing

(Continued on Page 59)

"Slo-Mo-Shun IV" Wins Gold Cup

The Seattle speedboat breaks race and heat records on Detroit River — points toward Harmsworth Race

THE world's fastest boat, Seattle's *Slo-Mo-Shun IV*, made a spectacular debut in American speedboat competition when she won the 90-mile Gold Cup Race, known officially as the American Power Boat Association Challenge Cup Race, on the Detroit River July 22.

By winning the Gold Cup, Stanley Sayres, *Slo-Mo-Shun IV*'s owner and driver during her recent world record run on Seattle's Lake Washington, and Ted Jones, driver-designer of the world's most talked about speedboat, won the right for the Seattle Yacht Club and Seattle to stage the 1951 event.

The Harmsworth Trophy Race, outstanding international speedboat event, may well be run in Seattle in 1951 also should *Slo-Mo-Shun IV* prove top boat in that event to be run in Detroit September 1-2.

Thus ends a long domination by Eastern owners and drivers in unlimited hydroplane class competition. The Seattle boat, built, designed and using many local materials, has taken the racing world by storm and has set records that will take many years to shatter.

In taking the Gold Cup Race, *Slo-Mo-Shun IV* proved herself the country's fastest. She beat out in the qualifying trials and the actual race some 18 high-powered inboard racing craft, nominated by 10 yacht

clubs and boat racing organizations. Trials were held July 18-21. Boats entered in the trials ran three laps of the official three-mile course at an average minimum speed of 65 mph. The 12 craft showing the fastest trials were to compete in the classic.

Outstanding contenders before the race were the Seattle world record holder; Horace Dodge's *My Sweetie*, the Allison-powered 30-footer in which "Wild Bill" Cantrell of Louisville, Ky., won the 1949 Gold Cup, setting new lap and heat records; Jack Schafer's *Such Crust I*, a Ventnor-built 30-footer from Detroit; Guy Lombardo's rebuilt *Tempo VI*, and a new *Miss Pepsi*, a 36-footer built by Dossin Brothers, Detroit.

The Seattle boat qualified for the Gold Cup July 20 with a three-lap average of 87.42 mph, slower than the 89.06 mph with which Cantrell qualified in *My Sweetie* two days before. Cantrell, however, had fine smooth water, while Ted Jones, driving *Slo-Mo-Shun IV*, did not press the craft due to nasty water conditions.

In the Gold Cup Race the Sayres craft set a new race record of 78.217 mph, bettering the 75-55 mph mark set by *Skip-a-Long*, R. Stanley Dolar, Jr., of San Francisco last year.

She boosted the 30-mile heat mark to 80.151 mph, shattering the 78.645 mph that *My Sweetie* set in

1949. A new 3-mile lap record of 86.2 mph was set by Lou Fageol, taking over for Cantrell, who was injured during the trials.

Eight boats went to the post at the start of the 90-mile grind, but engine troubles and mishaps reduced the field drastically. *My Sweetie* was forced out in the second heat with engine failure. *Dee Jay V*, owned by Daniel J. Murphy, Jr., of Philadelphia capsized during the second heat.

The third 30-mile heat saw only three boats at the post, the Seattle craft winning easily in fairly heavy water.

Guy Lombardo's *Tempo VI* took second place in the Gold Cup with third in the first heat and second in the last two.

Chaz of Long Beach, N. Y., third boat in the final heat, caught fire and went out of the race on the first lap.

In an interview in Seattle following the Gold Cup Race, Sayres gave full credit to his team of Ted Jones, designer and driver; Anchor Jensen, builder, and Mike Welsh, Elmer Lennischmidt and Joe Schobert, mechanics. All are from Seattle.

"We had a rugged and interesting time," Sayres said. "We found a great deal of interest in *Slo-Mo-Shun IV* and a great deal of conjecture on whether or not the boat would be able to do anything other



Seattle's Lake Washington will see the 1951 Gold Cup Race.



Stanley Sayres, owner-driver of Slo-Mo-Shun IV

than make straightaway runs. Many thought we could not negotiate the hairpin turns of the 3-mile course. However, after the qualifying rounds, we were conceded a chance in the race."

As to water conditions on the Detroit River course, Sayres stated that at best the river is tricky due to ground swells and a six-mile current. The presence during the trials of numerous pleasure craft on the course was particularly bothersome.

"Many people have asked us what happened in the second heat when *My Sweetie* walked away from us. After winning the first heat we purposely held the boat down for the second, knowing we only had to take one more to win. Also, in the third lap we broke a plywood engine stringer and we didn't want to endanger the boat by opening up. *My Sweetie* then went out to break the lap record, but also suffered an engine breakdown in doing so."

Sayres stated the third heat run was calculated in order to average out enough speed to take all the 2000 race points.

The next appearance of *Slo-Mo-Shun IV* will be in the Harmsworth, or British International Trophy Race trials, to be held on the Detroit River, August 25-28. The Pacific Coast entry will seek to qualify for one of the three places on the American team to defend the Harmsworth when the international contest is held September 1-2.

The boats will be required to run three laps of a five-mile course at an average speed of at least 85 mph. The five fastest boats will be given first consideration in the selection of a team of three. The 85 mph re-

quirement is 2.5 mph slower than the speed attained by the slowest member of the team during eliminations in 1949.

Canada is sole challenger for the trophy. The challenge came from E. A. Wilson of Ingersoll, Ontario, whose *Miss Canada IV* set a North American speed mark of 138.645 mph last October, a record which stood until a new North American and world mark of 160.32 mph was established in June by *Slo-Mo-Shun IV*.

Wilson, who challenged for the trophy in 1949, was beset with mechanical difficulties and lost the international competition to a U. S. team made up of Stanley Dollar's *Skip-a-Long*, which later sunk at Lake Tahoe; Jack Schafer's *Such Crust I*, and Horace Dodge's *My Sweetie*.

Sayres stated that he expected tough competition in the Harmsworth and that he is going back to do his best. He thought *Miss Pepsi* would be a strong contender in the race. However, with the longer course, the Seattle boat is expected to hit a higher average speed than in the Gold Cup and predictions are for a win.

Present holder of the Harmsworth Trophy is Dollar, whose *Skip-a-Long* took the event last year at Detroit with an average speed of 94.285 mph.

Regarding the non appearance of the Seattle boat in the Detroit Memorial Race July 29, Sayres stated he was asked by the Harmsworth committee not to run in order that he would be certain to participate in the September international event.

The Detroit Memorial Trophy



Ted Jones, designer of Slo-Mo-Shun IV and Gold Cup driver.

Race was won by *My Sweetie*, driven by Cantrell and Fageol. Average time for the 45-mile race was 75.293 mph. Her fastest speed was made in her first lap, which she covered at 79.464 mph.

Second in the event was Jack Schafer's *Such Crust I* of Detroit, which finished second in each of the three 15-mile heats. In third place was Lombardo's *Tempo IV*, which never did better than third place.

173 Craft Compete in Newport Harbor Regatta

Newport Harbor's Independence Day Regatta brought a rewarding turnout of 173 craft in 16 classes. The three-day series was sponsored by the Newport Harbor Yacht Club and the Balboa Yacht Club. Moderate light breezes prevailed throughout.

Bob Halderman's little *Thunderbolt* in the Snowbird class defeated 24 rivals three times running. National champion Bob Ziegler's *Angel*, Luders 16, was outstanding (3½). Tommy Thomas' *Nimbus* won over 15 Rhodes sloops in ocean competition.

PC—Gaylin, O. G. Suess, 4½; Pamlin, Fred Smales, 5½; Patry Ann, Jack Toon, 8½. Nine entries.

Rhodes—Nimbus, Tommy Thomas, 5½; Midship, Converse Wurdemann, 6½; Sea Bee, Hook Beardslee, 13. Sixteen entries.

Luders—Angel, Bob Ziegler, 3½; El Veleiro, J. Gregory, 9; Emerald, R. Rickenbaugh, 18. Thirteen entries.

Albatross—Kelea, Anlo Laubersheimer, 2½; Tecumseh, Frank Simpson III, 7; Gittana, W. Allan, 10. Seven entries.

Thistle—Down East, C. B. Brown, 6½; Whim Wham, Chad Twichel, 8½; Claire, Fred Schenck, 8½. Seven entries.

International 110—Mist, Bill Bents, 6½; Flamingo, Roger Meisinger, 7; Jeanette, H. B. Reed, 11. Seven entries.

Star—Chaser II, Bill Flicker, 5½; Rogue, Dick Hahn, 5½; Kagey, Clarence Waterman, 13. Eleven entries.

Lightning—Fetichit, John Potts, 3½; Relampo, Merrill Eyestone, 5½; Galaxy, Eric Weisberg, 9. Seven entries.

Viking—Marie, Andy Gram, 3½; Goblin, Jim Whyte, 8. Six boats.

International—Flance, Chuck Kober, 3½; Exterminator, John Ferrier, 8½; Whisper, Don Watson, 13. Twelve entries.

Snipe—Aloha, Don Ayres, Jr., 3½; Weed, George McRoberts, 6½; Boog, Norton Younglove, 11. Ten entries.

Falcon—Season II, Morgan Morgan, 4½; Anthony Nanthy, Dolly Newport, 5½; Knock Down, D. Johnson, 12. Fourteen entries.

Balboa dinghies—No. 135, Phyllis Rawlins, 3½; Large Charge, Roger Boyvey, 5½; Little T's, Tony Torrance, 11. Eight entries.

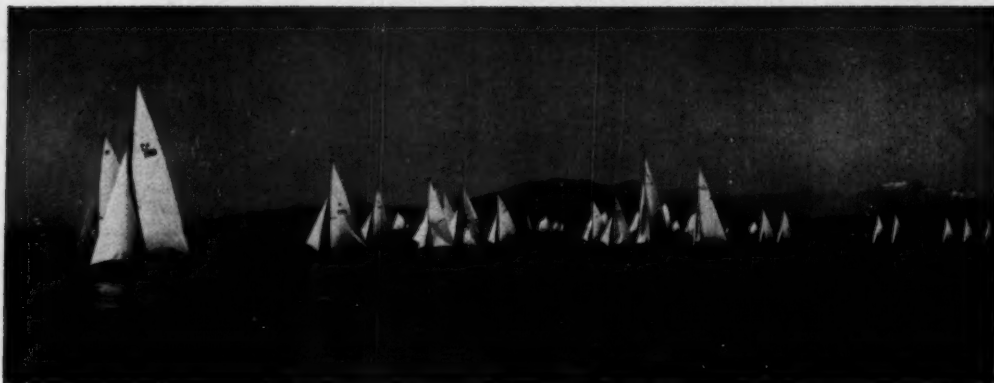
Lehman dinghy—First Fiddle, Warren Blinn, 3½; Bolero, Bart Henderson, 6½; No. 19, Ben Younglove, 8. Sixteen entries.

Snowbird—Thunderbolt, Bob Halderman, 1½; tied for second, Little Twich, Bruce Twichell, and Bosun, Tom Frost, each 13 points. Twenty-five entries.

P-14—Valkyria, Jack Nordrum, 3½; Lee-way, Lee Hambrook, 7½. Six entries.

Roger Smyth Wins Snipe Trophy

Grey Cap, sailed by Roger Smyth for the Cabillo Beach Yacht Club, won the Pacific Coast Snipe class regatta July 9. The sailing event was held off Richmond Yacht harbor and sponsored by the Lake Merritt Sailing Club.



English Bay was dotted with sails during the Pacific Coast Championship Regatta.

The Pacific Coast Championship Regatta

ONE of the most successful regattas in Pacific Coast history was held this year as the combined Pacific Coast and Pacific International Yachting Association championships were run off at Vancouver, B. C., on beautiful English Bay, June 30 through July 4.

The weather and wind were perfect for the more than 220 sailboats entered in the races. The small boats, numbering 80, took over the course off the Kitsilano Yacht Club.

Regatta festivities opened June 29 when more than 120 boats rendezvoused at Clam Bay, inside Portlier Pass, about 25 miles southwest of Vancouver across the Gulf of Georgia. The following day saw the race from the rendezvous to English Bay, which the *Red Jacket*, George Parson's schooner from Seattle, sailed in to be the first boat to finish. Second was Commodore Phil Smith's *Gossip*, S.Y.C., to win overall honors among the cruising boats and the Key City Trophy. Bob Withington's *Kuon* won the Corinthian Yacht Club Trophy for the racing classes.

The balance of the races were held on English Bay under cloudless skies and a fresh northerly.

Complete results for the regatta follow:

FEATURE EVENTS

Inter-Association Race: *Bolero*, Chuck Ross, P.I.Y.A., northern division; City of Vancouver Trophy and Burnham & Bailey Trophy.

Swiftsure Race (May 28-29): 1. *Gossip*, Phil Smith; 2. *Nautilus III*, Harbison Monroe, Tacoma.

SMALL-BOAT EVENTS

Coast Lightning Team Race: 1. *Holgazan*, John Abel, Seattle; 2. *Stardust*, George Gazeley, Eugene, Ore.

Int. 14 Series: 1. *Mike Fright IV*, Paul Morris, Seattle; 2. *L'il Luffer*, Norm Cole, Seattle.

Lightning Series: 1. *Holgazan*, John Abel, Seattle; 2. *Howdy Doody*, Basil Miaullis, Bellingham.

Comet Series: 1. *Warrior*, J. Green, Vancouver; 2. *Hi Jack*, B. Wilson, Nanaimo.

Int. 110 Series: 1. *Ugh*, Bob Klein, Oak-

land; 2. *Hot Breath*, Harlander Brothers, Oakland.

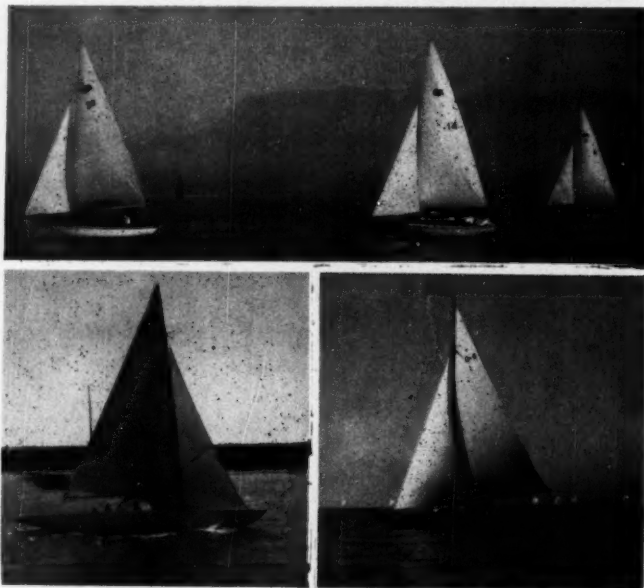
Flatlie Series: 1. *Stout Fella*, Dave Meeres, Vancouver; 2. *Short Splice*, J. W. Pratt, Seattle.

Mercury Series: 1. *Tops*, Bob Moore, Seattle; 2. *Opus I*, Sam Lake, Seattle.

Snipe Series: 1. *Redskin*, Scot Montcrieff, Victoria; 2. *Babe*, A. Ross, Royal Canadian Navy.

LONG-DISTANCE RACE

AA Cruising: 1. *Red Jacket*, George Parsons, Seattle (Juan de Fuca Trophy); 2. *Hawk*, J. C. McPherson, Vancouver.



Outstanding PIYA performers were, top, the four Bear Class sailers from San Francisco Bay (one, *Brer Bear*, sailed by D. Presco, San Rafael, is hidden behind *Willawaw*, No. 14), G. Hallwig, C.Y.C. In the lead is *Trigger*, S.F.Y.C., D. Sheldon, Jr. No. 6 is *Wike*, H. D. Trask, Asolian Y.C. Below, left, the 6-meter *Lulu*, Hugh Watt, Seattle, winner of the Lipton Trophy. Right, the AA Cruising winner, *Hawk*, sailed by J. C. McPherson, Vancouver Y.C.

A Cruising: 1. Gossip, Phil Smith, Seattle; 2. Bolero, Gene Trepte, San Diego.
 B. Cruising: 1. Jauenty, Neil Christiansen, Tacoma (Northwest Perpetual Trophy); 2. Elasmid, H. McKenzie, Vancouver.
 C and D Cruising: 1. Blue Jacket, Jack Lidal, Seattle; 2. Bendora, G. Nickells, Victoria.
 X Racing: 1. Wild Goose, Don Cooney, Seattle; 2. Starling, Bud Newell, Seattle.
 Y Racing: 1. Kuon, Bob Withington, Seattle; 2. Lemolo, Hugh Brady, Seattle.
 P.I.Y.A. Class: 1. Raven, Bill Whipple, Seattle; 2. Butterfly, Lars Lyngnes, Norway.

OVERALL WINNERS

Gossip (cruising classes—Key City Trophy), and Kuon (racing classes, Corinthian Yacht Club Trophy.)

ENGLISH BAY SERIES

Six-meters: 1. Lulu, Hugh Watt, Seattle (Lipton Trophy); 2. Saga, H. Murray, Seattle.

Stars: 1. Clear Sky, Miller Brothers, Vancouver (Griffiths Trophy); 2. Alcor, Sunny Vynne, Seattle.

X Racing: 1. Coho, Doug Sherwood, Seattle; 2. Starling, Bud Newell, Seattle.

AA Cruising: 1. Haulk, J. C. McPherson, Vancouver; 2. Dorade, J. Franklin Eddy, Seattle.

A Cruising: 1. Bolero, Gene Trepte, San Diego; 2. Ono, Herb Day, Seattle.

Y Racing: 1. Heather, Bill Buchan, Seattle; 2. Manana, John Ellis, Seattle.

Evergreens: Kuon, Bob Withington, Seattle; 2. Lemolo, Hugh Brady, Seattle.

Roedde: 1. Carita II, W. A. Roedde, Vancouver; 2. Vogad, B. Tupper, Vancouver.

Coming Events

On the Pacific Coast

Aug. 20—Aeolian Lightship Race, Aeolian Y. C.

Aug. 20—Hegg Trophy Handicap, San Diego Y. C.

Aug. 23-27—Race Week, Newport Harbor Y. C.

Aug. 26-27—Naples Sabot Championship, Alamos Bay Y. C.

Sept. 2—Times Trophy Race, Los Angeles Y. C.

Sept. 2-4—Indian Island Cruise, Rainier Y. C.

Sept. 2-4—Labor Day Regatta, Alamos Bay Y. C.

Sept. 2-4—Labor Day Regatta, Newport Harbor Y. C.

Sept. 2-4—Labor Day Regatta, Balboa Y. C.

Sept. 2-4—Labor Day Invitational Regatta, San Diego Y. C.

Sept. 2-4—Regatta, Cowichan Bay, Royal Vancouver Y. C.

Sept. 2-4—Regatta, Puget Sound, Tacoma Y. C.

Sept. 2-4—Rendezvous at Horseshed Bay, Olympia and Bremerton Y. C.

Sept. 2-4—Squadron cruise, Los Angeles Y. C.

Sept. 2-4—Santa Cruz Race, Y. R. A. of S. F. B.

Sept. 3—Santa Catalina I. Trophy Race for P.C.'s, Los Angeles Y. C.

Sept. 3-4—Outboards, Victoria, B. C.

Sept. 4—Outboards, Gifford, Washington.

Sept. 4—Santa Monica Evening Outlook Small Boat Trophy Race, South Coast Corinthian Y. C.

Sept. 4—All Western Inboard Sweepstakes, Long Beach Marine Stadium.

Sept. 4—Outlook and Trumbull trophy races, South Coast Corinthian Y. C.

Sept. 8-10—PCC National Championships, Balboa Y. C.

Sept. 9-10—Senior Knockabout Championships, Seattle Corinthian Y. C.

Sept. 10—Deep Water Race, Burrard Y. C.

Sept. 10—Hegg Trophy Series (2), San Diego Y. C.

Sept. 10, 17, 24—Viking Class Championships, Balboa Y. C.

Sept. 10, 24, Oct. 8—Healy Trophy series for Lehmans, Newport Harbor Y. C., Balboa Y. C.

Sept. 16—Golden Gate race, Golden Gate Y. C.

Sept. 16—Start of Santa Barbara I. Race, Los Angeles Y. C.

Sept. 16-17—Regatta, St. Francis Y. C.

Sept. 16, 17—Paul Franklin Johnson, Sir Thomas Lipton Trophy predicted log race, Balboa Y. C.

Sept. 17—Vashon I. Race, Seattle Y. C.

Sept. 17—Mystery Cruise, Columbia River Y. C.

Sept. 17—Schock Trophy, Voyagers Y. C.

Sept. 23—Predicted log race to Catalina—Fall Cruise, West Coast Yacht Club.

Sept. 23, 24—Strom Trophy Race to Avalon—P.C.'s, Balboa Y. C.

Sept. 23, 24—Elliott and Paschall Series races, (1) Seattle, Corinthian Y. C.

Sept. 23, 24—Myers Trophy Race to Avalon, Rhodon, Balboa Y. C.

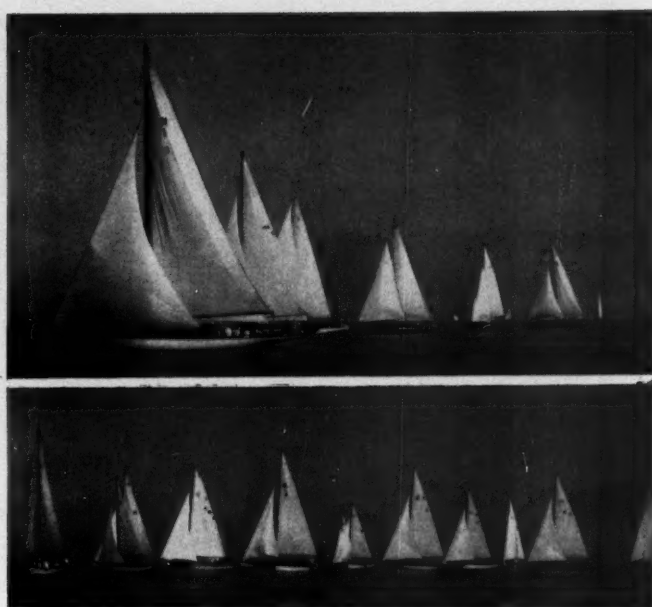
Sept. 24—Ship Rock to L. A. Harbor, ARB and CCC race, West Coast Y. C.

Sept. 24—Penguin Southern California Invitational, San Diego Y. C.

Sept. 29, 30, Oct. 1—PCC Class National Championships, Balboa Y. C.

Sept. 29, 30, Oct. 1—PCC and PCC National Championships, San Diego Y. C.

Sept. 30, Oct. 1—Santa Cruz Island Race, S. B. Y. C.



The big stickers start on English Bay. Top, the AA Cruising Class gets off with the *Spirit II*, *Alatola* and *Circe* in the lead. Below, start of the A Cruising Class, which *Bolero*, sailed by Gene Trepte, San Diego, won.

Senior Knockabouts: 1. Schuss, John Woodward, Seattle; 2. Gam, Friend Dickinson, Seattle.

B. Cruising: 1. Cirrus II, John Warren, Seattle; 2. Jauenty, Neil Christiansen, Tacoma.

Z Racing: 1. Butterfly, Lars Lyngnes, Norway; 2. Koola, H. B. Gartigues, Seattle.

Bear Class: 1. Wiki, H. D. Trask, California; 2. Trigger, Dave Sheldon, California.

C. Cruising: 1. Blue Jacket, Jack Lidal, Seattle; 2. May D, E. D. Ashe, Victoria.

D. and Misc.: 1. Sunny, Frank LeSourd, Seattle; 2. Rebel, Roy Anderson, Vancouver.

RACING-CRUISE ONE-DESIGN RACE

1. Twinkle (Seaborn "30"), Seattle; 2. Raven (Senior Knockabout), Bill Whipple, Seattle.

PREDICTED LOG RACE

1. Gremilin, Bob Day, Vancouver; 2. Diedre, Clark Gibson, Vancouver.

LADY SKIPPER'S RACE

Large Boats—

Six-meters: 1. Lulu, Sally Watt, Seattle; 2. Light Scout, Betty Amick, Seattle.

Stars: 1. Clear Sky, Janet Miller, Vancouver; 2. Alcor, Sunny Vynne, Seattle.

AA Cruising: 1. Angelica, Peggy Erzingler, Seattle; 2. Spirit, H. A. Jones (owner), Vancouver.

A Cruising: 1. Tols, Bunnie Hiscock, Seattle; 2. Amorita, Mrs. Carl Jensen, Seattle.

Y Racing: 1. Heather, Mrs. Bill Buchan, Seattle; 2. Manana, Sherry Ross, Seattle.

Evergreens: 1. Lemolo, Mrs. Jud Murray, Seattle; 2. Kuon, Betsy Withington, Seattle.

Roedde: 1. Hymac, R. P. McCaffrey (owner), Vancouver; 2. Elusive, W. A. Morrow, (owner), Vancouver.

Senior Knockabouts: 1. Elohe, Marilyn Peterson, Seattle; 2. Raven, Mrs. Bill Whipple, Seattle.

B. Cruising: 1. Ripples, W. Christiansen (owner), Tacoma; 2. Cirrus II, Mrs. John Warren, Seattle.

Z Racing: 1. Butterfly, Lars Lyngnes (owner), Norway; 2. Koola, H. B. Sarrigues (owner), Seattle.

Bear Class: 1. Wiki, H. D. Trask (owner), California; 2. Williwaw, G. Hellwig (owner), California.

C Cruising: 1. Blue Jacket, Mrs. Jack Lidal, Seattle; 2. May D, Mrs. Ned Ashe, Victoria.

D and Misc.: 1. Rebel, Mrs. Roy Anderson, Vancouver; 2. Sunny, Mrs. B. LeSourd, Seattle.

Small Boats—

Int. 14 Dinghies: 1. Lt's Luffer, Norm Cole

(owner), Seattle; 2. Mike Fright, Paul Morris (owner), Seattle.

Lightnings: 1. Holgazan, John Abel (owner); 2. Pastime, B. Vogel (owner).

Comets: 1. Whirlwind, B. Carier (owner), Vancouver; 2. Warrior, J. Green (owner), Vancouver.

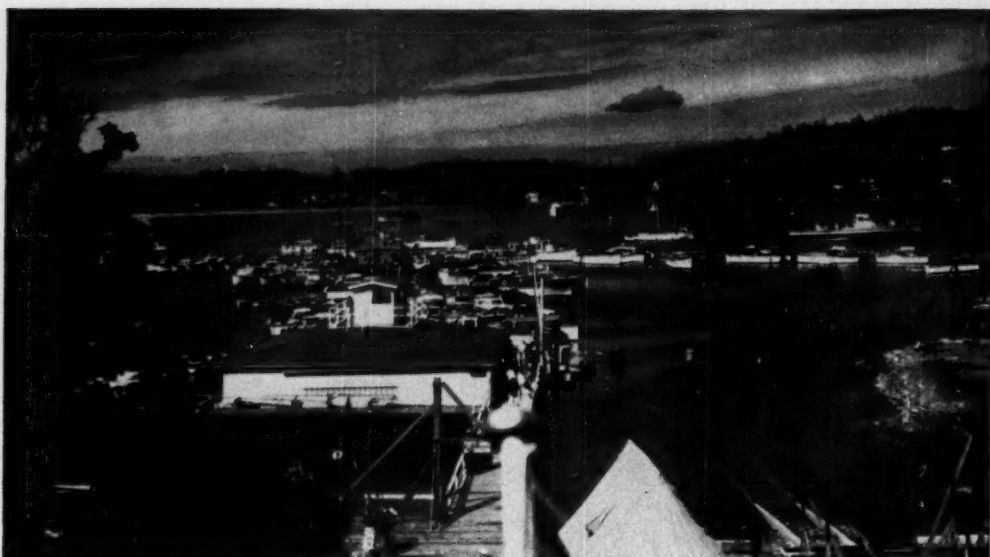
Flatties: 1. Stout Fella, Dave Meeres (owner), Vancouver; 2. Sea Jet, B. Davis (owner), Vancouver.

Snipes: 1. Redskin, N. S. Monticrieff (owner), Victoria; 2. No. 988.

Largest class was Stars, with 25, followed by A Cruising with 22.

Feature of the regatta was the Inter-Association Race in PCC sloops on the third day of the series. The crews drew for boats. The *Bolero*, skippered by Chuck Ross of the Corinthian Yacht Club, Seattle, for the American division of the PIYA was winner. Crewing were Robertson Ross; Harbine Monroe, commodore, Tacoma Y.C.; Bob Withington, commodore, Corinthian Y.C., Seattle; Commodore Phil Smith, Seattle Y.C.; C. P. Pashall and Howie Richmond, Seattle Y.C., and Walter Trepte, San Diego, owner of the boat.

Second was Mickey, sailed by George Kettenburg for the Southern California Yachting Association. Third was the *Hussy*, sailed by Stu Foley for the British Columbia division of the PIYA. *Tuck*, skippered by Dick Hannam for the Yacht Racing Association of San Francisco Bay, was fourth. Trailing was the *Gossip*, sailed by Jim Michael for the Pacific Interclub Yacht Association of Northern California.



A portion of the huge fleet of cruisers tied up at the Royal Victoria Yacht Club in Cadboro Bay following the end of the 1950 International Cruiser Race.

Seattle Yacht Club entrants take lion's share of trophies in Everett-Victoria predicted log race

"Sea Chum" Wins Cruiser Classic

THE biggest cruiser race in the world ended July 29 in Victoria, B. C., with a new overall champion being named after the 115-mile run from Everett Harbor to the Royal Victoria Yacht Club's anchorage on beautiful Cadboro Bay.

Winner of the 1950 International Cruiser Race, the 19th annual predicted log event sponsored by the International Power Boat Association, was Dr. George H. Knowles of the Seattle Yacht Club in his 50-foot Shain cruiser, the *Sea Chum*. Dr. Knowles' percentage of error was 1.434.

Of equal interest to power boatmen is the fact that another Seattle physician, Dr. A. J. Bowles, who has won two of these events and has come in second twice, added another second and first in Class III. Dr. Bowles' *Aldon*, also representing the Seattle Yacht Club, was off his prediction by 1.785 percent.

Class I winner was R. H. Byington's *Kalet*, Seattle Yacht Club, with a percentage of error of 2.222. Class II winner was D. P. Shew's

Dor-Eve, Everett Yacht Club, 3.845 percent. Class IV winner was the fast-moving Chris-Craft *Candy*, owned by Buel Hannum, Seattle Yacht Club, 2.435 percent. *Candy* ran the race at 16 knots. He was followed closely in his class by Latham Goble's *Goblun*, running close to 21 knots, and by Frank Morris of the Everett Yacht Club in his well-known *Snuffy*.

Conditions for the race were almost ideal. The course is one of the shortest, if not the shortest on record, permitting many boats to leave after midnight of July 29. Waters were fairly calm and the breeze was steady. Some cruisers found Deception Pass a trial as it was boiling at its best. Haro Strait, which flows between the International boundary, was comparatively calm. Observers at the finish line at Cadboro Bay were astounded at the number of boats finishing from an hour to two hours early.

Of the 154 entries in the 1950 race, 143 started at the Everett Yacht Club after a gala reception. Of that number, seven did not fin-

ish, broke down or were disqualified. This is a record number of competitors for the International Cruiser Race. It compares with the 106 entries last year when the race was held from Olympia, Washington, to Nanaimo, B.C. The previous high was in 1946, when 125 cruisers raced from Port Madison, out of Seattle, to Nanaimo.

Of interest is the fact that a number of Portland, Oregon, cruisers entered the 1950 race, representing the Portland Yacht Club and the Columbia River Yacht Club. Last year, Phil Smith's *Devshir* of Portland went all the way to Alaska.

Represented in the race were the Seattle, Tacoma, Queen City, Burrard, Everett, Bremerton, Olympia, Royal Vancouver, Royal Victoria, Corinthian (Seattle), Portland, Columbia River, Rainier, Tyee, Bellingham, Anacortes, Capitol City and Quartermaster Yacht Clubs.

The course from Everett to Cadboro Bay was via Port Gardner, Possession Sound (north of Gedney Island), Saratoga Passage, Skagit Bay, Deception Pass, Northwest

Passage, Rosario Strait, Bellingham Channel (west and north of Viti Rocks), Hale Passage to President Channel (south of Matia Island, north of Parker Reef), President Channel (south of Flattop), New Channel, Haro Strait (south of Stuart Island), Swanson Channel (north of Moresby and Portland Islands), Shute Pass, East of Coal and Dock Islands, West of Forrest Island, Sidney Channel, West of Zero Rock, East of Johnstone Reef, Baynes Channel (south of Jemmy Jones Island, finish line. The cruisers were checked by observers at seven control points, including the start and finish lines.

The 1950 race was one of the smoothest conducted affairs in many years. with the Everett Yacht Club and the Royal Victoria Yacht Club smoothly handling all phases of their duties in clearing the yachts, entertainment and in providing facilities. Members of the U. S. Coast Guard Auxiliary were stationed aboard each competing vessel as observers. These trained men did a most creditable job, according to Dale Cogshall, president of the International Power Boat Association.

Hard working judges for the event were F. A. Harvey, Seattle; Marx Libby, Bremerton, and F. Beal, Seattle.

Prizes for the event will be presented September 16 at a dinner in Everett.

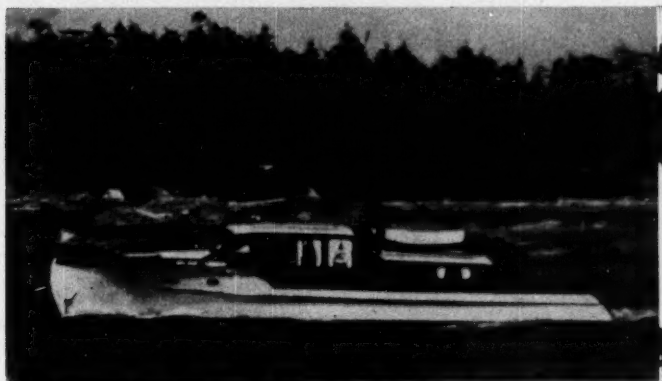
Following is the complete list of 1950 cruisers and their percentage of error:

Cruiser	Skipper	Club	Error
OVERALL			
Seachum, Geo. H. Knowles, Seattle			1.434
CLASS I			
Kalela, R. H. Byington, S.Y.C.			2.222
Keewaydin, George Russell, T.Y.C.			3.251
Lerway, R. E. Lee, T.Y.C.			4.055
Famoose, Herbert L. Klock, Q.C.Y.C.			4.617
Santa Maria, Walter Scott Acheson, Q.C.Y.C.			4.672



Class winners in the 1950 International Cruiser Race as snapped by Pacific Motor Boat. (1) Dr. A. J. Bowles of the Aldon, S.Y.C., Class III winner, is congratulated by M. G. Hopkins of the Grif Ann, Q.C.Y.C., 1949 overall winner. (2) Skipper and crew of the Class I winner, Kalela, S.Y.C., left to right, top, Owner R. H. Byington, Andy Joy and Ed Byington. Below, Jack Warburton and Bob Albin. (3) Class II winner was the Dor-Eve of the Everett Y.C. Skipper D. P. Shew is flanked by Mrs. Shew and crew member Paul Harding. (4) Skipper and crew of the Candy, S.Y.C., Class IV winner, are Mr. and Mrs. Buel Hannum.

Janra, S. R. Maddison, Burr. Y. C.	5.476	Mauluday, W. S. Greer, Burr. Y. C.	10.035
Partridge, Harry B. Fay, S.Y.C.	5.586	Accolade, David M. Williams, S.Y.C.	10.458
Philomar, C. W. Swanson, N.Y.C.	5.603	Chinoak, Clayton H. Clarke, C.Y.C.	10.711
Agnes K. L., F. E. Reed, Burr. Y. C.	6.250	Fusilier, F. S. Glendenning, R. Van. Y. C.	12.114
Ariyne, T. E. Andrews, Burr. Y. C.	6.312	Rambler, Laurence Barker, P.Y.C.	13.033
Bonnie B., Rufus W. Parker, T.Y.C.	6.314	Augwan II, R. H. Dunsmore, N.Y.C.	13.161
Nancy, Stanley Kanikeberg, E.Y.C.	6.582	Mayon, A. Pedraza, C.C.Y.C.	13.506
Hawkeye, D. E. Cogshall, Q.C.Y.C.	6.734	Deja, J. A. McClain, C.C.Y.C.	14.395
Irish Lass II, James A. Taggart, Q.C.Y.C.	6.735	Biker, Stan Blackburn, N.Y.C.	15.174
Conquest, H. Garrett, Brem. Y. C.	7.098	Dana, W. H. Moore, R. Vic. Y. C.	16.913
Cardian, L. E. Landon, T.Y.C.	7.263	Pandy, Wm. W. Fox, Q.C.Y.C.	17.930
Winloy, L. G. Griffin, O.Y.C.	7.430	Beulah, R. A. Palm, R.Y.C.	18.663
Sun Ray, R. E. Harmon, E.Y.C.	7.404	Jimbar, N. Thompson, N.Y.C.	26.746
Donna Rae, F. T. Yates, Q.C.Y.C.	7.923	Miss Catleen, W. Emery, T.Y.C.	Did Not Finish
Lady Ida, T. Fakenham, R. Van. Y. C.	7.976		
Yankee, Wm. A. Kunigh, T.Y.C.	7.987	CLASS II	
Jaime-J, Wilbur E. Johnson, E.Y.C.	8.140	Dor-Eve, D. P. Shew, E.Y.C.	3.845
Marvin, Stuart Viggers, Q.C.Y.C.	8.567	Lucky Girl, A. Iverson, Q.C.Y.C.	3.890
Encore, M. L. Benson, Brem. Y. C.	8.602	Miss B. H. Dean F. Bryson, C.R.Y.C.	4.016
M. P. Glessner, K. Mair, R. Van. Y. C.	8.818	Jaro, L. F. Marshall, Burr. Y. C.	4.407
Seguin, A. Russell Mark, Burr. Y. C.	9.036	Donalio, R. J. Hart, Jr., Brem. Y. C.	4.508
Sinclair, Ralph B. Smith, Brem. Y. C.	9.097	Wilstonia, R. H. Kooper, Q.C.Y.C.	5.191



1950 International Cruiser Race overall winner was the Sea Chum, owned by Dr. George H. Knowles, Seattle Yacht Club. Dr. Knowles, shown at the right with Mrs. Knowles, skippered his craft to win the 115-mile predicted log race with a percentage of error of 1.434.

Miyot 30 F. 1709, Murray Aitken, Q.C.Y.C.	5.311
Kenny Dale, W. G. Edwards, S.Y.C.	5.346
Biljim II, Vera Brice, Q.C.Y.C.	5.788
Retriever, Wm. Godelroy, Q.C.Y.C.	6.014
Holiday, Russell Rathbone, Q.C.Y.C.	6.228
Solista, R. B. Spencer, Q.C.Y.C.	6.348
Nicklaus, Dr. J. Wyse Graham, Tye	6.348
Comet, Robert D. Wilson, E.Y.C.	6.362
Pursuit, J. Holmstrom, Q.C.Y.C.	6.556
Kendonmar, Kenneth G. Hein, Bell, Y.C.	6.647
Jo-Leen, Joseph Jenkins, Bell, Y.C.	6.647
Chilton, F. D. Pratt, Barr, Y.C.	6.905
Lady Fay, Chester L. Beard, E.Y.C.	6.999
Dodger, E. E. Dodge, A.Y.C.	6.136
Del Ray II, A. R. Hacker, Q.C.Y.C.	7.232
Jeri Lynn, C. C. Falkus, Q.C.Y.C.	7.729
Feathers III, O. W. Thumle, E.Y.C.	7.791
Sarah Jane, Dr. Jas. Fritz, E.Y.C.	7.958
Grif Ann, M. G. Hopkins, Q.C.Y.C.	7.980
Bambi II, Walter W. Thayer, Q.C.Y.C.	8.024
Dawn, H. W. Miller, R. Vic. Y.C.	8.030
Phyllis F., J. E. Mathews, R. Vic. Y.C.	8.485
Shal Jean, A. E. Ahlberg, Q.C.Y.C.	8.621
Sea Deuce, Don McPhail, E.Y.C.	8.856
Nan, A. M. Russell, S.Y.C.	8.875
El Phileas II, B. J. Fowler, S.Y.C.	8.885
Pastime II, R. E. Nelson, E.Y.C.	9.049
Marjoh, E. Anderson, T.Y.C.	9.651
Mimi, Norman Collins, Q.C.Y.C.	10.232
Roberta Ann, C. C. Clarke, T.Y.C.	10.531
Sea Dad J., Clarence J. Drouillard	11.110
King Bocaré, Erling V. Olsen Jr., Q.C.Y.C.	12.513
Yndro, E. H. Henshall, C.C.Y.C.	14.582
Tullucan, Percy A. Kiddor, Q.C.Y.C.	Broken Down
Nelsonia, Stanley Nelson, S.Y.C.	Did Not Finish

CLASS III

Aldon, A. J. Bowles, S.Y.C.	1.785
Amoywago, H. M. Porter, C.C.Y.C.	2.554
Aileen, G. H. Patton, N.Y.C.	2.862
Mary-Jane, Philip H. Luther, S.Y.C.	3.000
Greata, Herbert W. Johnson, E.Y.C.	3.645
Joanne II, G. Moore, N.Y.C.	3.774
Doonout, E. B. Chase, E.Y.C.	4.452
May Ma, H. Spencer, E.Y.C.	4.840
Quilceda, T. Harris, Q.C.Y.C.	4.906
Fraio, F. Helferman, T.Y.C.	4.996
Blessed Event, K. H. Enochson, S.Y.C.	5.209
Sea Tramp, H. L. Salvesen, Tye	5.336
Fenguard, A. Nelson, R. Vic. Y.C.	5.408
Owama, McCormick Mahan, S.Y.C.	6.168
Santa Rosa, O. W. Druhold, T.Y.C.	6.264
Rosario, P. G. Baker, Tye	6.425
Skylark, G. A. Ellesperman, Bell, Y.C.	6.526
S. S. Captain Russell, Carl Beynton, E.Y.C.	6.991
William, W. F. Schiess, Q.C.Y.C.	7.026
etelmar II, J. A. Laucks, S.Y.C.	7.471
Vagabond, John J. Meyer, R. Vic. Y.C.	8.040
Kola II, C. L. Anderson, Q.C.Y.C.	8.242
Migrator III, H. R. Main, Bell, Y.C.	8.439
Ninay, Ray Stroble, Q.C.Y.C.	8.691
Carmelita, N. Clapp, S.Y.C.	8.769
Suzanne, Donald N. Lee, E.Y.C.	9.051
Blithe Spirit, F. S. Fenner, Barr, Y.C.	9.094
Zanda, Ed Ohan, Q.C.Y.C.	9.270
Sea Rose, J. P. Seabolt, T.Y.C.	9.351
Whimsy, G. Walby, Q.C.Y.C.	9.522
For-O-Yan, G. A. Randall, P.Y.C.	9.875
X. Isle, G. B. Irvine, E.Y.C.	10.095
Sajana, V. W. North, Tye	10.936

If Noah Went Modern

By DAN PRATT

WHEN Old Man Noah built his ark, he bore in mind the weather; He didn't have a lot of time to throw his boat together. An after cabin for crew, his critters in the main, A good staunch roof for shelter. It was surely going to rain.

The gang planks, too, were very stout. They do not mention Dino's, But they had to load most everything from circus fleas to rhinos. And though he sailed with only two, because of certain habits, He had to tow a scow behind to handle surplus rabbits.

His ship was very simple, didn't even have a motor, Unless they kept a whale outboard and used it as a rotor. They say she had a hollow mast, but this sounds like a phony. At best, they used a gaff-head rig instead of a marconi.

Now, if Old Noah lived these days, 'twould be a different story. He'd have equipment on his boat from every category. A radar or a good "D.F." that he could get a sight on. Would aid a lot in trying to find a good soft peak to light on.

A good Depth Sounder'd be a "must"; if his old crew had sounded, He might have been floating yet; his craft need not have grounded. Today, with good equipment, if he didn't play Canasta, He needn't hit a third-class peak; why not Rainier or Shasta?

Of course his ark would be streamlined to shed rain like a hat. I'll bet the old time Noah didn't even think of that. Add one electric pilot and good charts to tell the story, And then who cares how much it rains? The ship is hunky-dory.

But he wouldn't buy a radiophone although he might be prone to, For should he top Mount Everest, there'd be no one left to phone to. And how could this be financed, did I hear somebody say? It's a Housing Project, sonny. He'd just call the FHA.

Mar-Cliff II, C. Cruickshank, Q.C.Y.C.	11.359
Admiral, H. Larsen, S.Y.C.	12.167
Byplay, R. G. McCann, Q.C.Y.C.	12.246
Lavera, H. E. Anderson, Brem. Y.C.	12.246
Fiscal, C. S. Green, E.Y.C.	23.560
Lady Ann, E.Y.C.	Broken Down
Sorecane, W. H. Hullah, R. Van. Y.C.	Did Not Fin.

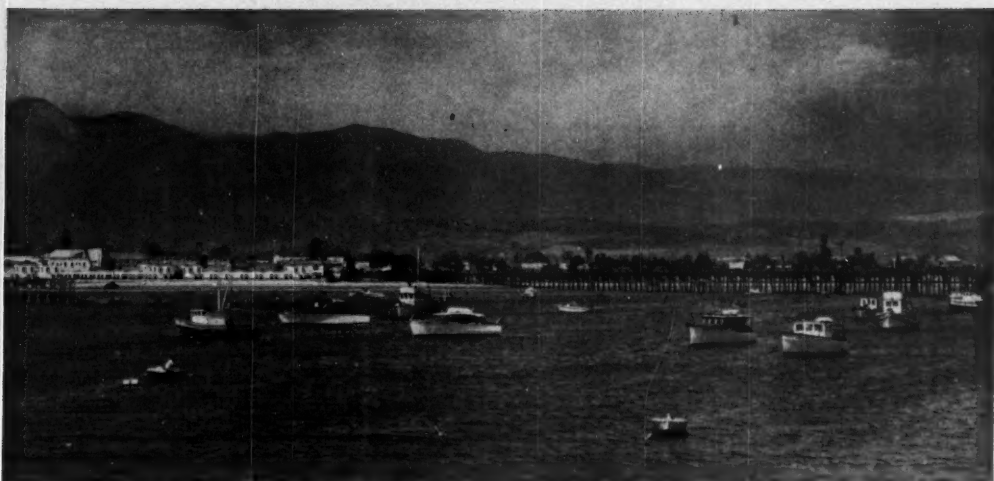
CLASS IV

Candy, Buel Hannum, S.Y.C.	2.435
Goblan, L. L. Coble, S.Y.C.	2.906
Snuffly, F. Morris, E.Y.C.	2.909
Serenade II, W. A. Kenshaw, S.Y.C.	3.018
Shangri La, E. C. Guyer, Q.C.Y.C.	3.716
Kla-Ha-Ya, J. S. Robinson, E.Y.C.	4.485

Begoda II, D. R. Fisher, S.Y.C.	4.772
Janda, J. H. Henderson, E.Y.C.	4.937
Tabu, J. C. Boesflug, S.Y.C.	5.081
Chiane, Douglas R. Geron, P.Y.C.	5.294
Jaden, John C. Rottler, Q.C.Y.C.	5.350
Flamengo, R. J. Kimbal, O.Y.C.	5.400
Tojo III, Leo H. Long, Q.Y.C.	5.792
Topo III, T. Carstens, Q.Y.C.	6.190
Pede, Peter F. Bennison, T.Y.C.	6.266
Martina, J. D. Shorwell, T.Y.C.	6.891
S. S. S. Grey Ghost, H. C. Sharon, Sea Scout,	
Tacona	7.197
Three Hays, H. White, R.Y.C.	8.123
Saljac F., Allen Petrich, T.Y.C.	Disqualified
301210, J. M. Henchman, T.Y.C.	Did Not Finish



The Outboard Boating Club of Long Beach, California, has done it again—completed its second successful outboard regatta to Catalina Island and return. On July 14, 34 craft left Golden Street Landing with an escort of four cruisers. Foggy weather didn't disturb the parade and all went well with the 88 people who took part. And fishing was good in the rich waters of Catalina—lots of Albacore, barracuda and sea bass. In the early morning hours of Monday the 34 outboards returned full speed to Long Beach, with the first boat completing the trip in one hour and 15 minutes. Note the two outboard cabin cruisers in the picture—a new development in Southern California outboard construction, a 14-footer built by a Gardena expert in plywood boat construction.



Ensenada, rendezvous of the USCG Auxiliary cruise, "Down Mexico Way."—Clarence Albeck photo.

Down Mexico Way with the C.G.A.

THREE short words, "Safety at Sea," sum up the *raison d'être* of the United States Coast Guard Auxiliary. Safety in land traffic is dependent almost entirely on the judgment of the man at the wheel, seldom through failure of the vehicle. At sea this condition is reversed for the facility can sink, burn, blow up, drift ashore, passengers fall or wash overboard, while the man at the wheel has made no error. The Auxiliary boat inspection program is designed to lessen these hazards and the training courses teach the helmsman to guide his vessel through fog or darkness safely to her destination.

These elements are put to various practical application during the summer cruises which have their element of training along with fun and good fellowship. During the many years of these events no serious mishap has happened to either craft or crew. In addition to cruises by individual Flotillas, the Auxiliary of the Eleventh District conducts three major cruises each year.

The first of summer, 1950, was to Avalon, Catalina Island, on Decoration Day week end and was called "Operation Hawaii." Saturday of that holiday week saw 75 Auxiliary boats threading their way across the channel from mainland points, including Santa Barbara, San Pedro,

by Joe Duncan Gleason
Vice-Commodore, USCG Auxiliary

Newport and San Diego, to world renowned Avalon where the blue ensign flew proudly from many masts. With Vice-Commodore Edwin F. Franke as master of ceremonies, the training feature of the program consisted of a talk on ship-to-shore radio by Training Officer Robert A. Stapp and an educational film on air-sea rescue.

The Fourth of July Cruise was nicknamed "Down Mexico Way" for it included Ensenada in its itinerary. The long haul, 84 miles from San Pedro to San Diego, eliminated the smaller boats and auxiliaries, due to the time element, so a lesser fleet of 18 cruisers came to anchor on Saturday off the Institute of Nautical Sciences where the festivities of the evening were to be held. Here the San Diego harbor master, John Bates, had thoughtfully caused to be erected a small landing pier with a float for the occasion.

Division 1 was our host and Captain Elliott W. Pohl was on hand with his 40-foot cruiser *Charlotte E.*, while from the north had come, among others, John McQuillan's *White Heather*, Bob Parker's *Tribute*, Bill Beierwalt's *Astrea*, Amos Carr's *Gweduck* and Jess Kaplan's *Rags Ragland*. Most important arrival of all was District Commodore

Roland W. Snow with his *Irishman*, which has participated in every cruise to date. Vice-Commodore Ed Franke accompanied him as first mate and crew.

An extra feature of this cruise was a run to the Coronado Islands and on to Ensenada, Mexico. Those who had come to San Diego by auto were entertained by a cruise around the extensive bay aboard Oscar Ross' *Jean H*, formerly owned by Jean Harlow, and George Roy's *Ida Mae*. The course led out to Point Loma with the old Spanish lighthouse gleaming against the sky in the bright sunlight, and back into the harbor past the square-rigger *Star of India*, now a museum ship, in sharp contrast with the fleet of lean destroyers nearby.

The little flotilla, Mexico bound, anchored for the night in the cove on the Middle Coronado Island.

A recent episode at this spot has ingratiated the Auxiliary with the little garrison that attends the light on this waterless island. On June 26 a fisherman was hailed from shore and asked if he could spare any water. The garrison of 20 men, including the two light tenders, are dependent for their water supply on Ensenada. The tender was overdue and the men were down to very short rations. The fisherman supplied what water he could spare and carried news of the plight of

the men to San Diego where the Auxiliary immediately sprang into action. Three hundred gallons of water were put into milk cans and loaded aboard Fred Vinyard's cruiser *Vindora* and rushed to the island. Here the cans were carried in the skiff to the base of a cliff where the Mexicans hoisted them to the top with a hand windlass and so the crisis was relieved.

Back to the fleet of cruisers snuggled down for the night under a full moon. An early start was made on Monday morning and closing with the arid mainland, the weird form of Todos Santos Island was raised on the starboard side and anchors were down off the Ensenada pier at 0150.

While Ensenada is not a typical Mexican pueblo, it is definitely foreign. A late start the next forenoon resulted in the homeward-bounders arriving at San Diego at 1700 just after the customs officers had gone home. Result: vessels required to

remain at anchor and no one to come ashore. Next morning a string of purse seiners a mile long clearing customs for Mexican waters held the Auxiliaries up until noon before they were even allowed to take on gas.

The August cruise was to Santa Barbara during Fiesta week.

Finding a location on Catalina Island where the Auxiliary can rendezvous and have events on shore had become difficult owing to the increasing number of boats and camps. Now the Catalina Island Company has granted to the Coast Guard Auxiliary the use of Fisherman's Cove with control of the beach. Here plans call for facilities, a little pier and float for skiffs, a barbecue and a bonfire pit and small amphitheater where, under starry skies, someone with a guitar, one with a ukelele, and rows of happy faces aglow by the warm light of a driftwood fire will raise their voices to the strains of "Semper Paratus."

Deaver Repeats in Flight of Snowbirds

CONSIDERING the number of entries (there were a non-record 125 in this year's 15th annual edition July 30 on Newport Bay), the amazing thing about the Flight of the Snowbirds is the number of times repeat champions have cropped up.

Dick Deaver, 19-year-old Balboa Island Snipe Class sailing ace, became the third when he overcame the early lead of rival Tom Frost and in the fast time of 1 hour 10 minutes for the 5-mile bay course, won the classic most handily.

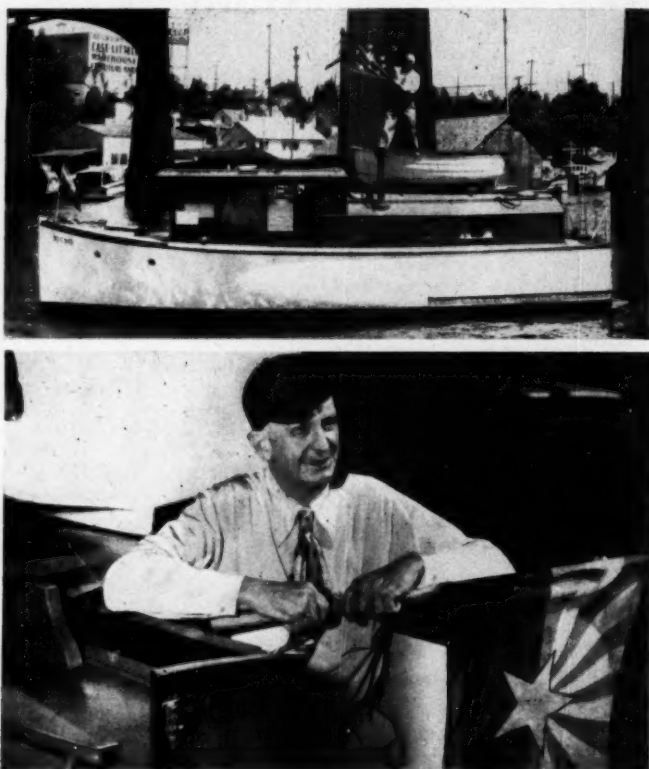
For Deaver it was, like the others, two in a row. In 1949 he defeated 135 rivals. In both 1947 and 1948 young Gil Kraemer, Placentia, defeated an equal array of starters. It was in pre-War II racing that Steve Titus became the first to twice win the Flight and, adding to coincidence, one of those years his sister, Renata, sailed home second.

This year a girl barely made the first ten. She was 14-year-old Janice Jensen of San Dimas. Following second to Deaver was Fred Miller, Jr., of Balboa and in third Seymour Beek of Balboa Island who came within a whisker of duplicating his last year's second place. Then followed Norton Younglove, Riverside; Tom Frost, Newport Beach; John Kensey, San Marino; Benny Benjamin, Santa Ana; Toby Kirk, San Marino and John Parke, Santa Ana.

Other honors were won by John Lamar, 61, Balboa, oldest contender; Bonnie Bassett, 9, Lido Isle, youngest girl; Lee Crissell, 11, Lido Isle, youngest boy.—Bob Ruskau.

Balboa Power Squadron

One of the top events of the Balboa Power Squadron Spring Rendezvous at Emerald Cove on Catalina Island in May was a piloting contest, over a two-legged, four-mile course, from off Blue Dragon below the Isthmus to off Emerald Cove. A neat little problem in navigation had every skipper on his toes. Winner was Harry Ashton, power squadron district commander, aboard his cruiser, *Edna Lee*, with three seconds error. His crew included Dr. Winford Mooney and Chad Twichell. Second in the contest was the G. L. Andrews 36-foot auxiliary sloop, *Anade*, with five seconds error, and with James Stoddard, Rex Brand, Andrews and son Bob doing the crewing.



Admiral of the Arizona Navy. Top, the *Kora* of Phoenix, passes beneath the University Bridge, Seattle, with Ray McKinnie holding out his personal flag as Admiral of Arizona. Below, McKinnie holds the flag of the Governor of Arizona, which he displays on the bow of his boat. Although his home is in Phoenix, McKinnie maintains his boat in Seattle and uses it during vacations each year.



Straight Steers by Skipper

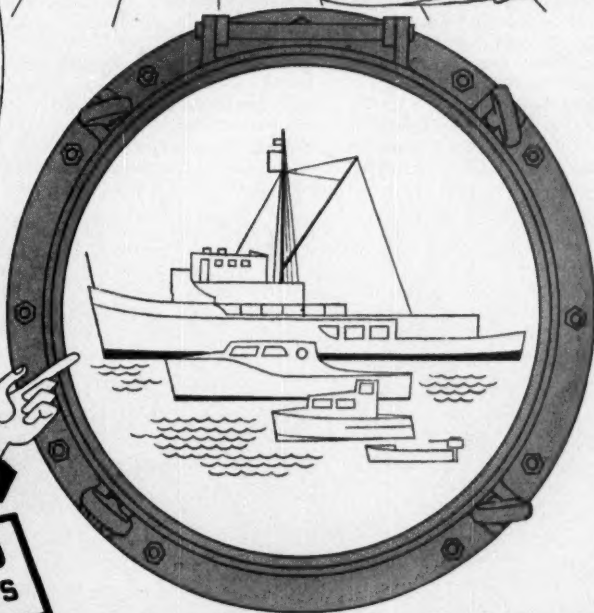
Relax, mate, next time you start out on a cruise. For you're never far from a Standard Marine Station... there are 213 of 'em dotting the coast between Mexico and the Aleutians! Depend on them for the scuttle-but on docking facilities, food, water, bait and tackle shops—everything to make your cruise more pleasant.



Aye! They meet your marine needs and give you tops in service—whether you own a pleasure craft, a commercial boat or a whole fleet of them!



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Long Beach Stages Small Boat Championships

IT was the first time since 1933 that Long Beach had been host to a sailing event of international proportions and Southern California's "Queen Beach City" did itself proud—via the efforts of the host Alamitos Bay Yacht Club—for eight great days of ocean sailing action which, between July 22 and 30, embraced:

1. The two-day, five-race Fourth Region (Pacific Coast) Championship Series for 11½-foot Penguin dinghies, immediately followed by a yet greater feature,

2. The Third Annual United States One Design and International Open Class Championships (two distinct series) for International 14-foot dinghies.

Both events resulted in terrifically close sailing in superbly sporting winds. All races were started over lines off the Municipal Rainbow Pier. The new Golden Avenue ramp was used as the haul-out.

Due to the concentration of a record-shattering array of July events, the 32 Penguins, competing from four fleets, concentrated their action. Two races were sailed opening day, three the next and, when it was over, a scintillating duel for first had been won by defending champion Reed Scott, with *Janie* of the Balboa fleet.

But one would need calipers to measure the difference between *Janie* and runner-up *Jade*, sailed

by Bob Ruskau

by fleetmate Roland (Roly) Shutt and his bride of a month, *Lois*. Placing 1, 4, 1, 4, 2 in series, *Janie* had 143.7 points to 143.0 for *Jade* which finished 2, 1, 2, 1, 7 by races.

Continuing the Balboa sweep Bob Woodward's *Meenie* had 128.2 to 126.4 for Joe McQuilken's *Twinkletoes*, first Alamitos Bay home boat.

There were 34 International 14s registered, and though Canada and Eastern United States were lightly represented, their contenders were tops.

The first three races, sailed in knock-down westerly winds, were run off in two days for the U. S. One Design title and the championship went to Pasadena scientist Peter Serrell, with *Green Dream* of the Balboa Yacht Club. Serrell's crew, most fittingly, was Eddie Fink—remembered as the defending champion and hard-luck hero of the 1933 International Star Boat Championships, off Long Beach.

On points, *Green Dream* was deadlocked with Serrell's fleetmate and the defending champion, Bill Lapworth with *Challenge*, which had won the 1949 title at Montreal. Each had 82 points. But by twice leading her rival, the *Green Dream*, with two firsts and an eighth, won over *Challenge*, which scored two seconds and a fourth.

Following in the 32-boat field

were Paul Ferrier's *Exterminator*, Balboa, 78; Don Wattson's *Whisper*, Balboa, 78; Dick Stephens' *Oops*, Ionic Yacht Club, Stockton, 76; Chuck Kober's *Fiancee*, Alamitos Bay, 76; Bill Shock's *Baby Grand*, Newport Harbor, 73; Paul and Lois Morris' *Mike Fright*, Corinthian Yacht Club, Seattle, 66; Norman R. Cole's *Little Luffer*, Corinthian, 65 and, to complete the first ten, Ken Bradfield with the borrowed U. S. One Design *Wild Goose*, representing Royal Canadian Yacht Club of Toronto, 50. Peter Gales brought *Cobra*, Rochester Y. C., New York, to 11th, with 50.

In the Open Class Series, *Green Dream* started well by winning the first race, then sagged and *Oops*, by one point, edged out the perennially dangerous *Challenge* for series honors, 69 points to 68. Close third and fourth, each with 67, were Ken Bradfield's *Budget Boy*, Royal Canadian Y. C., and *Fiancee*. *Exterminator*, *Green Dream*, *Baby Grand*, *Whisper* and *Cobra* followed, with Craig Jacob's *Ullr*, Lake Millerton Sailing Club, Fresno, sneaking in for tenth.

Following the championships, two wind-up races were on the agenda—a 12½-mile long distance race to be followed by team races. But after so much red hot activity all hands agreed to settle all with the ocean clash. In this, two times around the 6¼-mile triangular course used



Part of the 32-boat fleet of Penguin "dinks" entered in nip-and-tuck Region Four series, beat up to start off sail wells on Long Beach's strand west of Rainbow Pier. The LBYC burgee in foreground is flying from bow of Dick Loyne's big cruiser *Phantom*, the committee boat.



Dramatic action was provided in the U. S. One Design and World Open Class series for 14-Foot International Dinghies. Part of the fleet, which at the peak reached 33 boats from the U. S. and Canada, thrash up to start off Rainbow Pier. Long Beach skyline provides an arresting background.—Bob Ruskoff photos.

throughout the other series, *Baby Grand* won a nip-and-tuck battle over Doug Woodward's *Sad Sack* of the Royal St. Lawrence Yacht Club, by superior down-wind work. Next in the 19-boat fleet were *Exterminator*, *Challenge*, *Whisper*, *Budget Boy*, *Green Dream*, *Fiancee*, *Fidget* (sailed by Carol Ann Jones, only feminine skipper, of Balboa Yacht Club) and *Cobra*, among the first ten.

Operating under handicaps (large-

ly a bay as yet unsuitable for big time racing), the Alamitos Bay Yacht Club hosts turned in a magnificent job, with a lot of thanks to Commodore Al Collins and General Chairman Dick Russell and their committees, working under Chairman Floyd Savoie (race), Lapworth (measurement), George Hart, Jr. (entertainment—there was much), Kober (trophy), Miss Jones (registration), Sid Exley (operations) and Mrs. Gordon Brown (housing.)

Catalina Harbor. Here, only half a mile across from the Isthmus, the two harbors are separated by a small sandy rise, whereas most of the rest of the island is mountainous with sheer cliffs dropping off sharply into the sea. Skippers laid their course thence southeasterly to Ben Weston, around the southerly-most point of Catalina and then easterly down the backside. Another call point at East End Light, and then for the four-mile swing northwesterly, checking at Pebby Beach on the way to Avalon. This course, one of the most fascinating in coast cruiser racing, runs about 31 miles, and encounters winds, currents and seas as variable as the 320 degrees swung on the compass. Finish time was 1:45 p.m.

Scores this year were considerably off from last, despite Dr. Ellwood Schultz's splendid 1.50 percent win with *Florencia*. Palmer Nichol's *Phillippa M* (Hollywood Yacht Club) took second with a 3.205 percent and Art Williams' *Harmony* copped third in Class A with 4.35 percent. Harold W. Mason's venerable old *Idle Hour* was fourth, the author's *Bye George* fifth and Don Dotson's *Rita D II*, sixth. Phil Warren's *Adara* took Class B honors with 4.43 percent.

After the finish the fleet paraded past the Catalina Island Yacht Club float where Secretary Jack Cairns saluted them with cannon. Awards were made that afternoon at a cocktail party given in the contestants' honor. Dr. Ed Riesen, chairman of the Cruiser Technical Committee of the American Power Boat Association, directed the race committee's work for the sanctioning Southern California Cruiser Association.

So. California Cruisers in Close Races

By Ernest George

SOUTHERN CALIFORNIA predicted-log racing enthusiasts had a busy month in July with the Fourth of July Night Race to the Catalina Isthmus, and the Race-Around-Catalina on July 15. Both events furnished plenty of open sea, beside the usual factors of tide and current to be figured.

Hollywood Yacht Club's Night Race to the Isthmus was actually scheduled on Friday, June 30, to allow all contestants a full time for the extra-long July 4 weekend. The starting point was laid at Anaheim Bay from whence the racers headed 32 miles offshore to Long Point, Catalina Island, then westerly coastwise to the 11:15 p.m. finish at Ship Rock, at the Isthmus. All went well with the power sailors until they neared the finish when a settling fog made things difficult. Despite this added hazard, all hands secured with some startling low percentage scores.

Art Williams (West Coast Yacht

Club), commodore of the sanctioning Southern California Cruiser Association, navigated his big 63-foot *Harmony* to win, with a percentage error of only 1.37. Then Dr. Ellwood Schultz put his 50-foot *Florencia* (Hollywood Yacht Club) practically abeam of Williams to take a second with 1.38 percent. Needless to say this finish error caused the committee plenty of work and worry. Frank Moyer's *Bob-A-Dee* (West Coast Yacht Club) caused more headaches with a close 1.53 percent. Palmer Nichol's *Phillippa M*, Larry MacDowell's *Verallee* and Philip W. Warren's *Adara* followed in that order.

With but two weeks' grace, the doughty predicted loggers got back in the swing at the Catalina Island Yacht Club's Race Around the Island for the famed Charles R. Ramsey Perpetual Trophy. This twenty-first running brought out seven contenders, who started from Ship Rock, Catalina, on a westerly course six miles to West End, then southeast and east to Catalina Head at

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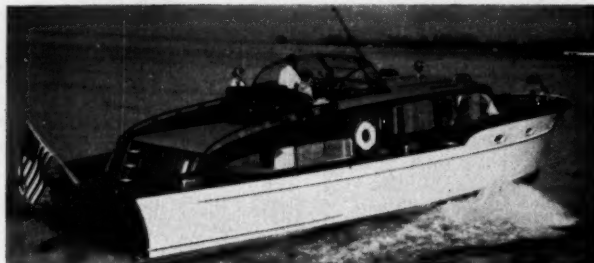


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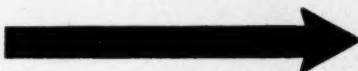
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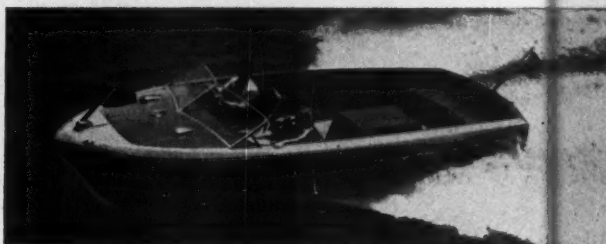
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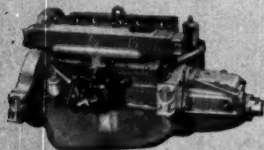
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Wix Galley Maid is the answer to a boatowner's wish for the convenience of hot water on tap in the galley. Itself modestly priced, the water heater costs practically nothing to operate. No additional fuel is needed. Water from the cooling system is run through a special "U" heating coil, using waste heat from the boat's engine. Unit is insulated to assure hot water for hours after the engine stops running. All safety measures have been observed.

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Overall dimensions—14" high x 6" wide x 14¾" deep. Weight 24 lbs.



California Fair Digs Lake for Speed Boat Races Scheduled for September

WHEN the California State Fair in Sacramento decided to hold speed boat races on September 3 and 10, they had everything they needed, included typical California enthusiasm, except a watery race course. So it was decided to construct a racing moat, one of the few in the United States.

The course on which the power boats will roar has been carved out around the inner oval of the one-mile horse-racing track within the 207-acre Fair Grounds. It is 100 feet wide on the straight-aways, 250 feet on the turns, four feet deep and about 3,770 feet in length.

A battery of tractors, bulldozers, carry-alls began the job of excavating 65,000 cubic yards of earth on June 1. The soil is being used to raise the race track eight inches. More than 25 million gallons of water, to be pumped from wells on the fair grounds, will be required to fill the aquamarine course.

Service pits, 185 feet wide and 400 feet in length, are located in the lagoon near the southwest turn. Boats being trucked in can reach the course over a 100-foot pontoon bridge at the northern end of the pits, or from an emergency ramp at the southwest corner of the moat. The bridge swings out of the way when the races are in progress.

Parking facilities for idle boats are located along the inner edge of the pits. Crash boat niches are located at either end of the moat and on the eastern side.

Inboards will compete one Sunday and outboards on the other. Seven outboard races, each with two heats, have been scheduled. Two heats also will be run off on each of the six inboard events.

The chairman of the racing committee announced the following craft would participate in the outboard events: Service C Hydroplanes, Service Runabouts, Racing C Hydroplanes, Racing C Runabouts, A Hydroplanes, F Hydroplanes and F Runabouts.

Inboard classes include: Crackerboxes, 135 cubic inch, PODH's, B Runabouts, E Racing and 225 cubic inch. The racing chairman said there is a possibility there will be two divisions in the latter class.

The Sacramento organization, an affiliate of the American Power Boat Association, is cooperating with the Fair in staging the races in which approximately 130 outstanding speedboat drivers will compete for trophies and expense money amounting to \$6,000.

Among those who will aid Stewart in handling the details in connection with the races are his vice-commo-

dore, Manuel Jacinto; rear commodore Floyd Vance, port captain George Bach; secretary-treasurer Jo George; master-at-arms Rex Powell and directors Paul Opdyke, George Gerlinger, Ed Dettling, Glenn Price, Don Lowry and Norman Champ.

Long Beach Inboard Regatta Is Thriller

Following are the results of the Independence Day Inboard Regatta at Long Beach, California:

135 vs. 225 match race—Won by Thunderbolt, Ernest Bender, Fresno.

Cracker Box—Little Stinker, Glenn Miller, Long Beach; Dragon B'hind, Ralph Phillips, Inglewood; Let's Go, Wally Albright, Reseda.

Pacific hydroplane—Cherub II, Dr. Louis Novotny, Los Angeles; Pudgy, Elmer Craven, Los Angeles; Little Beaver, Marion Beaver, Parker, Ariz.

135-cubic-inch hydroplane—Scamper, Reathel Bush, Ontario; Ranger II, Kenny Ingram, El Monte; Avenger II, Eddie Meyer, Hollywood.

225-cubic-inch hydroplane (Division I)—Thunderbolt, Bender; Kops Beers II, Pete Pierce, San Gabriel; Balloon Foot, Bill Ward, Arcadia.

225-cubic-inch hydroplane (Division II)—Copperhead III, Lorin Pennington, Santa Monica; Quiz Kid, Dean McGinnis, Inglewood; Sunkist Kid, William Davis, Orange.

E-racing runabout—Thumper, Bill Stroppe, Long Beach; Honey Bee, Ed Fletcher, Bell; Flyin' Saucer, Keith Black, Lynwood.

INVERTED START

Cracker Box—Little Stinker; Let's Go, Frank Baron, Los Angeles; Dragon B'hind, Pacific hydroplane—Pudgy, Cherub II; Outlaw, Charles Higginbotham, Venice.

E-racing runabout—Thumper; Sum Day, Roy Vachon, Los Angeles; Honey Bee.

225 (Division I)—The Dutchess, Bob Sykes, Long Beach; Kops Beers; Thunderbolt.

135-cubic-inch hydroplane—Scamper, Ranger, Avenger II.

48-cubic-inch—Lou Kay, Louis Meyer, Jr., Inglewood; Maybe, Howard Newton, Whittier; Snuffy, Tommy Thompson, Hollywood. Flying Fish (sailing feature)—Mike Young, Mike Law, Tom Rose, Johnny Netley, Sharon Hynes.



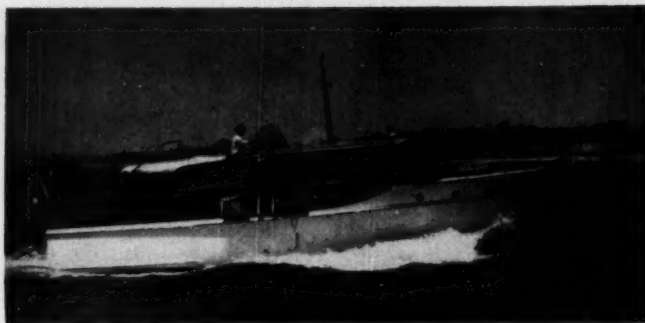
Thrills and spills at Long Beach's "lonky lagoon." Top, seven spills at the east buoy marked the Independence Day inboard regatta. Here Dan Busby's PODH headed for the deep six. Outside (left) is Chuck Higginbotham's Outlaw leading Marion Beaver's Little Beaver.—Eustakoff photo. Below, left, is Cherub II, Dr. Louis Novotny's PODH, winner in that class. Right, Louis Meyer, Jr., son of the famous auto racer, with his winning 48-cubic-inch racer, Lou-Kay.—P. D'Arrigo photos.

Kelp Cutting - - Job of the "C. L. Arquest"

ONE of the most unique work-craft in Southern California is the *C. L. Arquest*, named for her Sausalito builder. She's a kelp cutter, dubbed a sea-going mowing machine, and she is the "fleet" of the Phillip R. Park Co., San Pedro. The crop for harvesting is the giant kelp which grows abundantly offshore. *C. L. Arquest* is 90 feet overall, 28-foot beam, and is powered with two Fairbanks-Morse engines, 120-hp each, direct reversing. Chrysler Crowns and a Leroy Industrial operate the harvesting equipment.

What you see at the stern of the boat is the draper which slides into the water, while the winch on deck takes the kelp into the hold from the "escalator." The cutters swipe horizontally and vertically. In her hold the craft carries 140 tons per trip. She leaves port at night and the cutting is done at daybreak. Only the top of the kelp is removed. Kelp may be found in water from 8 feet to 80 feet in depth.

Oldtimers recall that Dick Lowman built the first kelp harvester in Wilmington in 1916—the kelp was then used for potash production. Now it forms a part of the diet of human beings and is used as an important supplement in animal poultry feeding.



This Halvorsen "47" is shown in Newport Harbor, California, after her purchase from Lars Halvorsen Sons, Pty, Ltd., Sidney, Australia, by Leonard L. Cormier, Los Angeles. The luxury cruiser, one of a series of pleasure boats designed and built by this famous "down under" firm, was brought to Southern California by Carl Halvorsen, his second successive trip across the Pacific to capture some of the pleasure cruiser trade for his firm. Last year he brought the Halvorsen "60." The cruiser sale was handled through Owens-Pacific Yacht Sales, Inc., Newport Beach, named as Southern California sales representative. Powered by two Chrysler Royals, with 2½-to-1 reduction, she has dual hydraulic controls, operated both from the salon and flying bridge.

U. S. Power Squadrons Offer Free Boat Handling Classes

Free series of lectures in piloting, seamanship and small boat handling are again offered this autumn by the United States Power Squadrons, it has been announced by Fred A. Hemmer, rear commander of the organization at Flushing, Long Island, N. Y.

The Balboa Power Squadron, Newport Harbor, California, will start their classes September 11 at the Balboa Yacht Club.

The Long Beach Power Squadron will start classes September 15 at Long Beach, California.

Two classes will be sponsored by

the Los Angeles Power Squadron at Los Angeles. One series will start September 19 at the Mutual Arts high school in Los Angeles, and another at the Pasadena City College September 19.

At Portland, Oregon, classes sponsored by the Portland Power Squadron will start September 11 at the Benson high school.

In Seattle, classes start October 2 at the University of Washington adult education center under the Seattle Power Squadron.

Addresses of all western Power Squadrons are published in the *Pacific Motor Boat HANDBOOK*, 1950 edition, or are available from the editorial offices.



The sea-going mowing machine, *C. L. Arquest*. At the left is John Garvin, skipper of the work boat for five years. At the stern of the boat, note the draper and cutters which cut the kelp off at the top, just beneath the surface.

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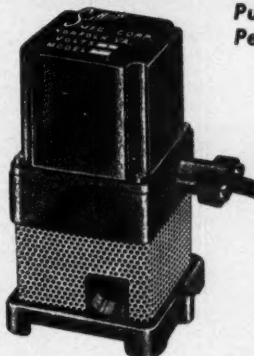


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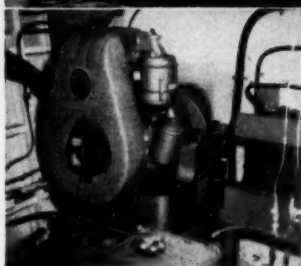
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Height..... 8 inches
Base Size..... 4 3/4 x 4 3/4 inches
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Screen Area..... 45 square in.
Weight..... 10 1/2 pounds

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"Boat of the Month"

The "Sumarlee" is a 63-foot cruiser owned by A. H. Collins of Portland, Oregon. Formerly an aircraft rescue boat, it was re-designed by the firm of Ed Monk and Loren Garden. Electrical installation by Fremont Electric Company of Seattle.

Like the owner of the "Sumarlee", skippers of pleasure and work boats on all coasts rely on Onan electric generating equipment for dependable light and power afloat.

Whatever the size of your craft, or the extent of your electrical requirements, Onan builds an electric plant or separate generator to fit your need. Compactly designed, Onan plants give you higher capacity in less space and they'll fit in nicely even on the smallest craft.

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Write us, giving your electrical requirements and we will make a recommendation for your craft. No obligation.

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"SUMARLEE," a 63-foot power cruiser, is a new development of Ed Monk and Loren Garden, Naval Architects, Seattle built by Chambers and Franck of Seattle for A. C. Collins.

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SUMARLEE's equipment is of the very latest and finest, from twin 165 H.P. General Motors Diesel engines to Naugahyde upholstery within.



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PACIFIC MOTOR BOAT

SEPTEMBER 1950



The Sumarlee, an ideal prototype of the boat developed for Northwest cruising waters.

Boat of the Month

"Sumarlee" Has Well-Planned Interior

A POPULAR Northwest type of cruiser is one with a stateroom forward, a combination living room and pilot house, a flying bridge with a shelter, and a stateroom aft for the owner. The *Sumarlee*, a 63-foot former aircraft rescue boat which has just been completely rebuilt from the hull up by Chambers & Franck Boat Company for A. H. Collins, Portland, Oregon, embodies all these features in the most distinguished character of arrangements as has been developed by the Seattle naval architect firm of Ed Monk & Lorne Garden.

A wide, upholstered circular seat in the pilothouse will comfortably

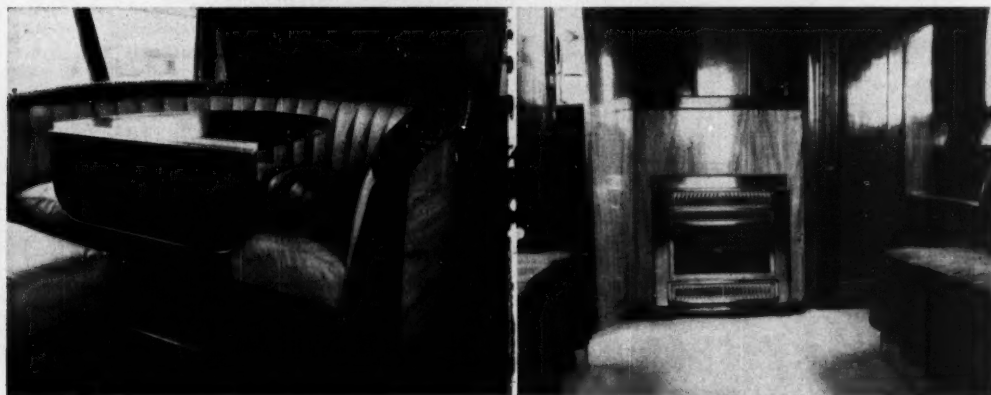
seat eight persons around a drop-leaf dining table. Between meals this is a relaxing vantage point to view the scenery as the seat is the same height as the pilot and observation seats.

The flying bridge with the shelter is a further development stemming from Ed Monk's own boat. The shelter gives direct shelter from rain and sun, while retaining an unobstructed view. The bridge deck controls are meant to be operated by the owner.

The after stateroom, with its rich paneling, the fireplace, the twin lounges that make up into beds, and its spaciousness are clearly designed

for easy and gracious living. The winding stairs give privacy without a door and are more compact than a conventional stairway, as well as adding to the beauty of the design.

Upholstery throughout consists of 6-inch airfoam rubber, covered with Naugahyde. Overhead in the pilot house and after stateroom is sound-proofing with 2-inch Ultralite spun glass, upholstered with Naugahyde. Interior of the pilothouse and after stateroom is satin-finished primavera plywood. Cigarette proof Formica plastic was installed on table tops and other similar working surfaces. Sliding windows in the cabin and windbreaks on the flying bridge



Sumarlee's interior—Left, this deluxe settee and dining table in the pilot house forward provides comfortable eating and lounging quarters. Right, real comfort in this after stateroom which boasts a cheery fireplace. Note winding staircase at left.

Another Fine Yacht By

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The 63-foot "Sumarlee" was converted and outfitted as a luxurious cruiser at Chambers & Franck Boat Company's yard on Lake Union. The firm has been builders and repairers of fine yachts and commercial vessels for many years. A modern, 100-ft. vertical lift drydock will accommodate boats up to 150 tons.

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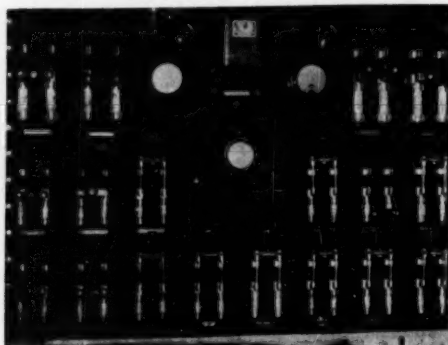
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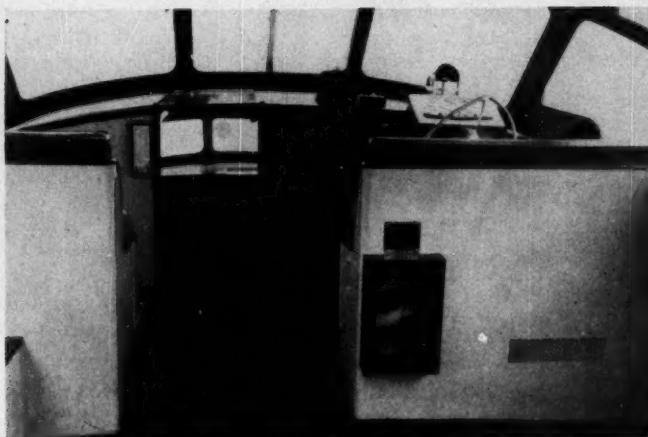
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The flying bridge is partially closed in glass and Plexiglas, provides full visibility with shelter from the wind and rain.

are Plexiglas, furnished by Universal Plastics Company, Seattle. Colortyle panels were used in the toilet and shower rooms.

Quarters for eight persons, including crew, are furnished aboard the boat. A dinette for the crew is adjacent to the galley.

Power is two 165-hp General Motors diesels with 1½-to-1 reduction gear, swinging 24 by 24-inch wheels with monel shafts. Fuel capacity is 800 gallons carried in two tanks, and 350 gallons of water.

All electrical accessories are on fused separate circuits and are so labeled on the fuse and switch panels. All electrical equipment is automatic to facilitate owner operation. Voltage throughout is 32 volts, with the wiring installed by Fremont Electric, Seattle, who furnished the Willard batteries.

Auxiliary generators include an Onan 2½-kw air-cooled diesel generator and a 3-kw electric Onan running off the port engine. For shore charging there is a 1-kw, 32-

volt Onan generator driven by a 1½-hp, 110-volt Delco motor.

Automatic and manual fire systems are installed in three separate chambers in the boat. The C-O-Two system was installed by Pacific Marine Supply.

Heating equipment includes a diesel oil burning Olympic oil range which also furnishes hot water in the galley. There are also two Fluid Heaters with piping to separate compartments which are thermostatically controlled in each compartment, including the after stateroom, flying bridge, pilot house, and forward stateroom.

There are three refrigerators, one combination 14-foot deep freeze and a 12-foot refrigerator in the galley and a 6-foot refrigerator in the pilot house.

Much of the hull is painted an attractive blue, with Interlux paints. Smith varnish was used for the bright work, and Coperoyd bottom paint was applied to the underwater surfaces.

The Sumarlee's trial trip along the Washington coast in a stiff northwester proved her an able sea boat. Her owner plans to cruise to Alaska this summer.

Alamitos Bay Stages Independence Day Series

Alamitos Bay Yacht Club, Long Beach, which during the latter part of July played host to the Pacific Coast Penguin championships, staged one of the biggest Independence Day series in its history when 88 boats turned out in nine classes of vigorous competition.

Hero of the holiday series was a youngster, 13-year-old Bill Swinginsen, who defeated 24 Sabot class rivals with his accumulation of three firsts, a second and a fourth place. His Sabot, the 3-Bs.

Skimmer (12 entries)—No. 104, Chuck Harris; Woodwind, Harry Wood; Rascal, George Dynes.

National one design (A fleet, 10 boats)—Willawaw, Dick Russell; Brisk, Paul Merrill; Frolic, Llewellyn Bisby Jr. (B fleet, five boats)—Fleetwing, H. F. Mulhollen; "9," Earl Arnold.

Snipe (5 entries)—Eager Beaver, Leonard Smith; Lee Lee, Arch Higman.

Penguin (12 boats)—Adios Jr., Romaine Violette; No Name, Bob Taylor; Eager Beaver IV, Dick Richards.

Rainbow (eight boats)—Miyot, Steve Mulhollen; Alvarez, Jimmy Clinton; unnamed, Bobbie Mann.

Lehman (six entries)—Box Cars, Bix Bixby; Cinco, Dick Hanson.

Sabots (24 entries)—3 B's, Bill Sweningen; Eager Beaver I, Barbara Copeland; Little Evil, Sandy Heath; Stug, Sid Jones.

Flying Fish (four boats)—Larry Shep, winner, sailboat unnamed.

San Francisco Bay Restricted Area

Two restricted areas have been established in San Francisco Bay, Capt. H. C. Perkins, acting commander of the 12th Coast Guard district, has announced. One is in the vicinity of Hunters Point, adjoining the shipyard there. The other is Anchorage 26 in Suisan Bay, extending 150 feet on all sides of the U. S. Maritime vessels anchored there.

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COMMERCIAL FISHING FOR FUN



Fisherman Benn Hart (left) is paid for fishing for fun with catches like this, taken with light tackle. His boat (center) is an 18-foot Reinell Aristocrat.

NEAH Bay is Washington's last frontier for salmon fishing, whether trolled for with plugs and heavy wire lines or with light tackle. Gradually as the years roll by, more and more sportsmen take advantage of the marvelous sport to be found there. It is my favorite spot for commercial fishing for fun.

Commercial fishing for salmon with the use of light tackle is the realization of an idea I've had for nearly twenty years. The tools for this type of fishing are a good seaworthy boat of either inboard or outboard type equipped with a reliable motor. At present I am using an 18-foot Reinell double-ribbed Aristocrat, the finest fishing boat of its type I've found. For power I have for this year a 22-hp Speeditwin Evinrude and a 3-hp Lauson for motor mooching.

The fishing outfit of a commercial moocher, or "kelper," is quite the same as the gear used by the sport fisherman. I use a spun glass rod and prefer Penn reels filled with either 10- or 12-pound test clear nylon line. The leader is of the same material with a choice of 6- to 12-pound test the most effective. Number 3.0 or 4.0 Italian bend Mustad hooks are the best as this size can be used with equal effect with either cut spinners, whole or cut plug herring. The amount of lead used will vary according to the tide.

But let's get to fishing as it's nearly daylight. After a hurried breakfast is hurriedly eaten in my 16-foot army tent, we (my Springer spaniel "Sarge," who is my constant companion) hustle the necessary gear into the boat and take off for the banks. Where will they be hitting this morning? Will it be at Midway, Slant Rock, Swiftsure or through treacherous Hell-Gate Pass to the Southwest banks near Umattilla? We decide on the latter as it looks a mite foggy to the westward.

by Benn Hart

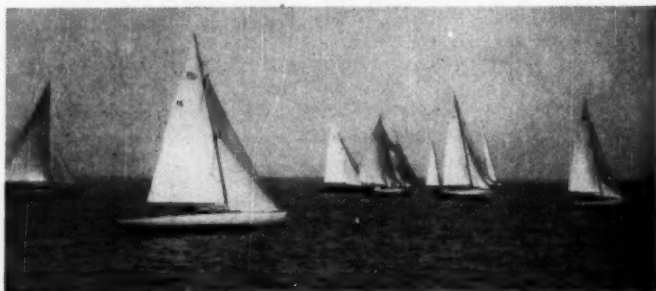
We hit the tide at slack and slip through the "gap" between Tatoosh Island and the mainland, pass a few early birds at the "Hole in the Wall" and ride the swells into Skagway Rocks just as the sun comes up. And what a beautiful morning it is. The weather at Cape Flattery is, on the whole, very unpredictable, with fog and rain predominating.

The 22 is shut off and the mooching motor is started. Two rods are rigged, one with a plug cut herring, the other with a cut spinner, and here lies the secret of the successful bait fisherman. The bait must spin properly to lure the wily salmon and must look like a herring or candlefish in the water. The bait is slow trolled about ten feet from the bottom for Kings and closer to the surface for Silvers. The King, as a rule, does not strike a herring viciously, he just picks it up and munches on it so to speak, like a steelhead trout does a cluster of salmon eggs, whereas a Silver strikes it like he really meant business.

After the rod tip bounces a time or two we know the king of all sal-

mon is on and the hook is set with a sharp uplift of the rod. The battle of a King salmon on light tackle, for my money, is the acme of all fishing. His first run is terrific, the line fairly screams from the reel as he makes his bid for freedom. The only thing more thrilling than that is to experience two Kings on at a time or what we "kelpers" call a double-header. In very deep water a King will sound after the first run or two, but in shallow water he makes a series of 100-yard dashes that would thrill the heart of any fishing enthusiast. After several of these runs he gradually becomes tired and is brought alongside.

Let's get the last fish cleaned and start back toward Neah Bay. It is getting dark and a little foggy. Our trip back through the gap is a rough one as the tide is running out against the swells, churning the water up into a tide-rip. Here is where a sturdy boat, reliable motor and steady nerves pay off. I know as I broke the seats and seat rails out of a boat there once. We make it back in good time, sell our catch, which is a record one — twenty-five Kings — and call it a day.



The start of the grueling 310-mile Channel Islands race, showing, left to right, L'Apache, Lark, Hilaria (d.n.f.); Tamalmar, Evening Star, Santana, Kitten and Escapade (d.n.f.) The winner of the race, for which four trophies were offered, was the Chucasco, Bill Stewart's 67-foot yawl. She finished the trip in three days, nine hours, 10 minutes and 55 seconds, ending the weekend jaunt July 3. Second to finish was the Evening Star, sailed by Charles H. Schimpff, commodore of the Los Angeles Yacht Club—W. C. Sawyer photo.



Larry McDowell, owner of the *Veralde II*, is by this time getting a wee bit accustomed to having around such a splendid trophy as the James Craig, which he holds in his hand. He won it in May by virtue of a .96 percentage error in the predicted log race from Newport Beach to the opening of the Coronado Yacht Club, and return. It also decorated his home in 1948 when he took it with a percentage error of 3.6. Frank C. Moyer in 1949 won the trophy when he put his *Bob-A-Dee* through the paces in this traditional race sponsored by the Long Beach Yacht Club and sanctioned by the American Power Boat Assn. It is open to cruisers from 26 to 75 feet in length. This year Dr. L. C. Lowe was chairman of the event. The race down to Coronado occurred on May 27, the return on May 29, and Skipper McDowell won them both. The *Phillippa M.*, Palmer Nicholls, placed second with a 1.24 percentage error; *Dana Day II*, Harry Brittain, third, with 1.49. The latter won the Isham Trophy and the G. S. Donaldson Trophy in 1949.—Paul B. Harder photo.

Yarrows, Ltd., Low Bidder For Building New Fireboat

Yarrows, Ltd., Esquimalt, B. C. shipyard, entered the lowest bid, \$285,000, for the construction of a fireboat for Vancouver harbor. This is exactly the amount appropriated by the Vancouver city council for this project.

Design of the fireboat was prepared by German & Milne, Vancouver marine architects.

Yarrows filed bids for two alternate engine installations, \$285,000 being for a Kermath unit and \$301,000 to cover a General Motors diesel engine.

Rainier Yacht Club

Ed C. Bold and his 32-foot *Duchess* has won two predicted log races held by members of the Rainier Yacht Club, Seattle, including the Commodore's cup in April, and the Memorial Day contest.

Upper Newport Bay Plan Goes to Engineers

Newport Beach harbor is aiming for a long-range, 10-year plan for development of Upper Newport Bay. The plan, approved by the Orange County Harbor Commission and Orange County Boat Association, July 26, calls for four boat basins with a capacity of 2800 boats. The recreation centers would comprise 126 acres, designed to handle an annual attendance of more than a million

The cost of the project, over a 10-year period, is estimated at \$9,875,000, including the building of a high-level bridge to carry the Coast Highway between bluffs across the bay. R. L. Patterson, consulting engineer, in his report estimated that two years would be required to dredge the area, with 10,000,000 cubic yards of dredged material to reclaim 413 acres of lowlands.

The plan now goes to the United States Army Engineers for engineering survey.

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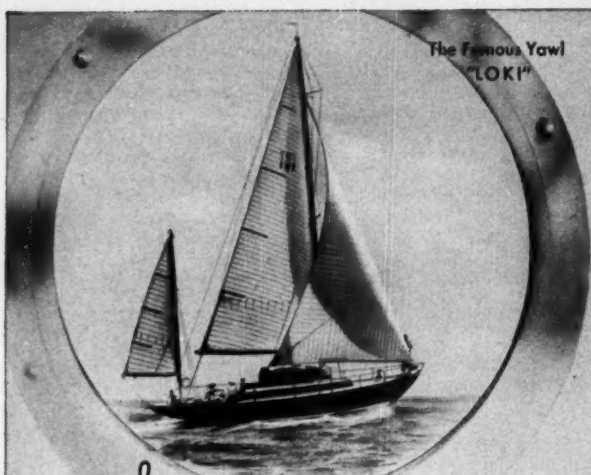
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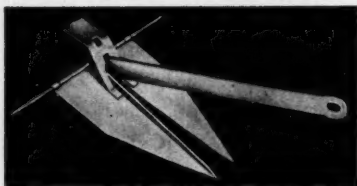
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Tacoma-to-Seattle Outboard Marathon to Be Repeated

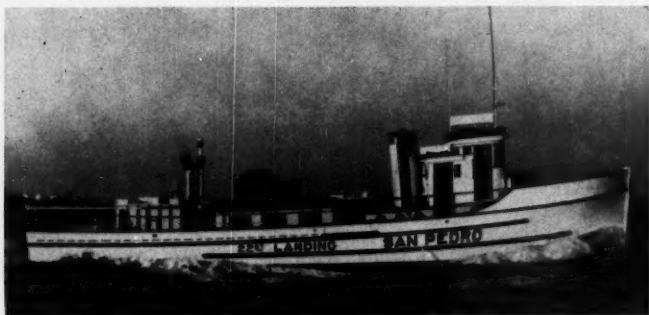
Following Glen Sinclair's overall triumph in the Tacoma-Seattle outboard marathon June 18, it was announced by Al Benson, commodore of the Seattle Outboard Association, that another race would be run over the same course August 13, during the Seattle Seafair. The co-sponsor is the West Seattle Athletic Club.

In the 37-mile race in June, starting at Point Defiance and ending at the West Seattle clubhouse on the Duwamish River, Sinclair covered the distance in 46 minutes in the Class E Utility boat, *Wha' Hoppin' III*, powered with a 50-hp outboard motor, to take both the overall and Class E trophies. Of 46 entries, 37 finished.

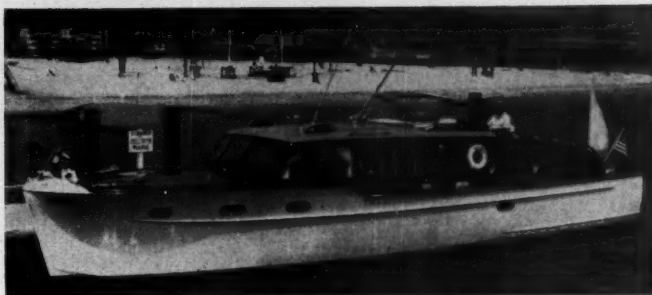
Other winners were J. E. Zimmerman, Class F Utility; Clayton Shaw, Class C Utility; Harold Jensen, Class B Utility; and Carl Hoggatt, Class A Utility.

Cuyama Will Go South

Bill Hamilton of the Shain Manufacturing Co. of Seattle announces that E. J. Simonis has taken delivery of the Buda-powered Trimmer-ship "49" *Cuyama* and will keep it on Puget Sound until August, after which she will be sailed to her home port at Long Beach, Cal. Accompanying Mr. Simonis on his cruises will be the well-known sailor Bill Crawford, winner of the Honolulu race a few years ago in the *White Cloud*. Hamilton further announced that the keel has now been laid at the Shain plant for a new Trimmer-ship 54 for Bart Woodward of Portland, Ore., which will be equipped with twin Packards.



Star Angler, one of the most popular sportfishers out of San Pedro, has been hitting the schools of Albacore regularly with the assistance of a new power plant, a matched pair of General Motors Model 671 diesel engines, with GM hydraulic gear, 3-to-1 reduction. Captain Joe Martin, operator of the 22nd Street Landing, also supplied the vessel with a 10-hp, 2-cylinder diesel auxiliary generating set. The *Star Angler* has cut her running time to Catalina by as much as 35 minutes. She made history during the winter of 1949-1950 when she was equipped with metal spools on her port side as an aid in handling heavy rock cod line.



Naomi II, Chris-Craft's latest creation of a 48-foot triple-screw, double-cabin enclosed bridge, with flying bridge and dual controls, is shown in front of Newport Beach's Balboa Bay Club, after delivery to her owner, Glenn Slater, Lido Isle and San Francisco. First to arrive in Southern California and sold by Ken Wilson Company, Newport Chris-Craft dealers, the luxury cruiser has three 145-hp, Chris-Craft engines, 2-to-1 reduction, making 26 mph. Auxiliaries are an Onan 32-volt light plant and a bank of Willard batteries. The tail shafts, gasoline and water tanks, galley hood are of Monel metal. Equipment consists of a Kelvin-White Express compass, Fisher combination direction finder-phone and 4-burner Wedgewood stove. Main salon is done in "koring," African hardwood.

Coronado Y. C. Cruisers Race

Coronado Yacht Club's power boat skippers held their first predicted log race in June, followed by another on July 15. This is the first attempt of the powerboat group to organize in such a fashion. Glenn Hartwell is chairman of the association. The first race, to Crown Cove, was won by *Little Sue*, Ted Harmon; followed by *Reverie*, Hans Lenier; *Wahoo*, Ralph Wagner; *Peggy-Lou*, Lloyd Pilster; *Sea Glee*, E. S. Litchfield; *Fun Child IV*, Glenn Hartwell. Ted Harmon is president of the Coronado Power Boat Association.

Zorra Wins San Clemente Island Yacht Race

On corrected time the *Zorra*, a cutter, won the annual 170-mile San Clemente Island yacht race. The *Eulalie*, sailed by George Kettenburg, was the first to finish in the

event which has become a San Diego classic.

John Fox of San Diego skipped the *Zorra* in the 10-craft race, June 2, 3 and 4, and brought her in 59 minutes after the *Eulalie* crossed the line after her rounding of the Channel Island.

Vessels entered in the race included *Tomboy*, placing second on corrected time; *Javelin*, *Ballerina*, *Mickey*, *Bohero*, *Banshee*, *Duchess* and *Venture*.

Bellingham Improvements Okeyed

District and division engineers of the U. S. Army Engineers have reported favorably on a proposal to provide additional facilities to the small boat harbor in Bellingham, Wash. A \$1,678,380 project was endorsed, of which local interests must provide \$454,080.

Five Blasts Is Fire Signal In Washington and Oregon

Major ports in Washington and Oregon have adopted the five-blast whistle or siren signal to be sounded in the advent of fire occurring on board any vessel except vessels underway. Vessels shall sound five prolonged blasts (each of 4 to 6 seconds duration) and may be repeated at intervals to attract attention.

The signal is not a substitute for, but may be used in addition to, other means of indicating a fire aboard a vessel or at the dock to which the vessel is moored.

Ports adopting the signal are Portland and Astoria, Oregon; Bellingham, Grays Harbor, Longview, Olympia, Seattle, Tacoma and Vancouver, Washington.

Among the Bread-Earners

with Scuttle Butt Pete

H. W. McCURDY--

Giant "Push-Button" Dredge Launched

FOR the past 62 years the Puget Sound Bridge and Dredging Company has been associated with the Herculean task of developing the Pacific Coast's boat harbors and channels from St. Michel to San Diego. To carry on this work they have recently completed what has been declared to be the most modern hydraulic dredge in the world, which was christened the *H. W. McCurdy* at the company's Seattle yard July 10.

By the end of July the huge diesel electric dredge was scheduled to be added to the company's fleet of dredges and boats working on the tortuous, shallow 21-mile stretch of Wrangell Narrows, Alaska.

McCurdy, president and general manager of the Puget Sound Bridge & Dredging Company, several years ago visualized a monster dredge that would spew forth thousands of cubic yards of material a day. Now, equipped and ready for use, the *H. W. McCurdy* displaces 1200 tons, and can excavate a channel to a depth of 50 feet. It is 236 feet overall, 44 feet wide, and 9 feet in depth. Thirty-five men will maintain uninterrupted 24-hour operation. The dredge can pump excavated material as far as two miles through a steel pipe 24 inches in diameter.

From the lever house at the bow are controlled the smooth-running and high-powered equipment, including the revolving dredge cutter that projects like a gigantic 70-foot snout from the bow of the vessel. This cutter weighs seven tons with its six giant knives of alloy steel which revolve and loosen material to be sucked into a suction pipe 27 inches in diameter. A 750-hp Western Gear Works reduction gear controls the cutter speed between 0 to 30 rpm.

The *H. W. McCurdy* has four diesel-electric generators and 40 electric motors, all controlled from the lever house. A Sperry gyro compass with an automatic recorder enables the operator to hold an accurate course. The dredge walks on the huge spuds at the stern which are raised and lowered as the dredge waddles forward.

McCurdy was born and raised in Port Townsend, Washington, where he haunted the waterfront in the last days of the sailing ships. He is a graduate of the Massachusetts Institute of Technology, and joined the Puget Sound Bridge & Dredging Company at Maybelle, Texas, in 1922.

Since then he has become as well known among the yachtsmen as the

work boat men. In 1941 he was commodore of the Seattle Yacht Club. In 1948 he purchased the 96-foot *Blue Peter*, a beautiful yacht originally built for John Graham of Seattle.

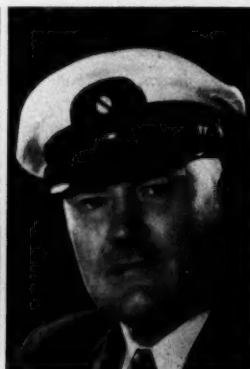
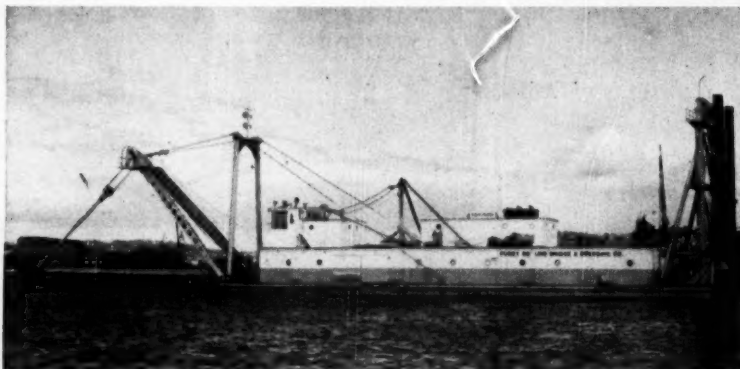
McCurdy has other interests, too. He has the finest collection of ship models and northwest nautical relics in the Northwest. One of his passions is the collection of first editions of Northwest voyages, and he is considered an authority on Northwest nautical history.

From B. C.'s Salt Chuck

F. M. York & Son, Vancouver towboat operators, have had an all-welded steel railroad barge designed for them by Robert Allan, Vancouver naval architect, and it is now under construction at Yarrows, Ltd., Esquimalt, B. C. Dimensions are 182 by 43 feet... With lumber prices soaring out of sight and steel quotations reduced, some B. C. builders are finding that steel is now closely competitive with wood for construction if not actually cheaper. How long this may continue in view of Asiatic emergency remains to be seen, but while this condition lasts boatbuilders are specifying steel in cases where they wouldn't even think of it a year or so ago...

S. Madill, Nanaimo shipbuilder, is building a couple of shallow draft service boats for the Canadian fisheries department, one to operate on the Fraser and the other in Babine Lake. They'll each have accommodation for four persons. Chrysler Royals provide the power... Madill is also building a 22-foot wooden workboat for the B. C. Power Commission. Sheathing will be of plywood...

Trend on Vancouver Island is toward boom boats of steel—partly



The most modern hydraulic dredge ever built is the *H. W. McCurdy*, named by officials of the Puget Sound Bridge & Dredging Company in honor of its president, Horace W. McCurdy (above).



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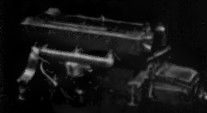
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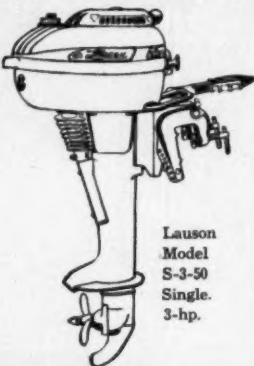
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Be sure and check on the new 1950 28-foot specifications and cabin arrangements—new features and accommodations on the Two Stateroom 'Deluxe Sedan,' 'Flying Bridge Express' and the 'Holiday Cruiser.'

For Sale—Yacht MEMORY



62' 6" x 11' 3" x 4' 9". Gross tons 31, net tons 21. Twin 180-hp Sterling Petrels. Automatic hot and cold water system. 1000-watt Fairbanks-Morse generator; 110-volt transformer; two 110-volt chargers. 1800 B.T.U. furnace. Two electric toilets, one manual toilet. One stateroom twin bed, one stateroom pullman type—sleeps seven and one crew. Boat is fully found and has just been completely overhauled. New carpets, stove and furniture. Speed 15 to 21 mph.

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because of the price factor previously noted and because of the need for durability . . . Madill has built a 13 by 7-foot all-steel craft of this type for Pacific Mills at Ocean Falls. Comox Logging & Railway Co., one of the pioneers in the boom boat field, is building one, too. The solid-wood boom boat tried out last year was found eventually to lack the necessary stability after months of service . . .

A new type of tugboat, a 45-footer, with pusher-type bow, is being built at Victoria Machinery Depot, Victoria, for Gulf of Georgia Towing Co., Vancouver, according to plans of Robert Allan, naval architect.

Several rather unusual features have been incorporated in this vessel. It will be of all-steel construction with a 1/2-inch steel plate around the waterline to resist the battering of ice and corrosion. The hull will have a round bottom.

There will be a towing winch aft, but primarily the vessel will be used for pushing scows rather than towing them, and it will have a square end with vertical post.

Because vision from the wheelhouse would be obscured under normal conditions when loaded scows are being pushed, facilities have been installed for the raising and lowering of the wheelhouse as required.

A 150-hp Vivian diesel engine has been ordered as power for this vessel. A sister ship is likely to be laid down shortly for similar duty in B.C. waters.

In Southern California

The crane barge *Point Loma*, which Captain Harry Peachy and his crew tried hard to save in a storm off Crescent City in July, had a history, oldtimers say, dating back to 1888 when she hit the seas as the proud sailing ship *Glendale*. Fifty years later she was converted to a barge. She was en route to the northern California port under tow of the *Kanak*, operated by the Pacific Towboat & Salvage Co., when she began to founder. After cutting the tow and that of another barge, Captain Peachy maneuvered the *Kanak* within 50 feet of the sinking vessel and by a line hauled aboard the four men from the *Point Loma*. For 30 hours previous to the rescue, Peachy was at the wheel of the tug on watch through a raging sea. On duty, too, were engineer Hugh Davidson and Seaman Carl Koontz of the *Kanak* which had only recently returned from Cedros Island where she esti-

mated the chances of recovering the sunken 83-foot fishing boat *Red Sails* . . . *Pacific Retriever's* latest job was the tow of the disabled tuna clipper *Ocean Pride* to San Diego.

. . . A group of fishermen in Southern California has turned to the coastal freighting service with the converted *Lady Margaret*, ex-sub-chaser. Her first load of 25 tons of bananas from Puerto Vallarta and 40 boxes of Mexican limes was delivered to San Pedro. Her skipper is Ramsey "Jimmy" Walsh and she has a crew of six. Walsh reports that Peter Stein, famous skipper of the banana trade on the West Coast of Mexico, recently rescued the *Patrita* despite loss of some of his own perishable cargo aboard the *Marie Inez*. The bananas on the *Lady Margaret* are stacked three bunches high and are shipped green . . . *Tony Boy*, yard tug for the Martinolich yard at San Diego, has been repowered with a 225-hp General Motors diesel engine, 3:1 reduction . . . The dredging of Mission Bay, San Diego, provided an interesting use of radiotelephones recently. One 5-watt Radiomarine set was installed on the dredge itself; the other at the end of the pipe line, a service that gave instant communication between the two units at all times . . . Two-way sets, a.c., 15 - watts, operated from inverters, with a 30-mile range over water, are now functioning on the Pacific Towboat & Salvage Company's Barge No. 1, Long Beach, and on its four working craft. These sets also permit voice communication with the Long Beach pilot station which also uses a two-way "walkie-talkie" in conjunction with the port's radar control station . . . three sport-fishing landings at Long Beach—Pierpoint, Sportfisherman's Dock and Pacific Sportfishing—are co-operating this summer in a project to offer a single fare to every father-son combination that wishes to indulge in a little fishing on each Friday through the summer . . . the Star and Crescent Boat Co., San Diego, has ordered Barge No. 24, to be built in Alameda, Calif. Total capacity of the new addition will be 26,550 barrels or 1,113,000 gallons of petroleum products, to be carried in 16 different compartments. It is hoped that the new barge, equipped with three pumping engines, will be ready by December of this year.

Around Puget Sound

The last "marine railway post-office" in the United States went out of business June 30 when the mail contract of the *Osage* expired. The

Osage is the 59-foot freight and passenger boat operated by C. M. Countryman through the islands of the San Juan group in Washington.

As a bonded mail clerk aboard the vessel, Pat Hickey performed the unique duties of cancelling cards and letters accepted aboard the *Osage*. His special cancellation was "Bellingham and Anacortes R.P.O." with the date and "north" or "south" depending upon the heading of the boat.

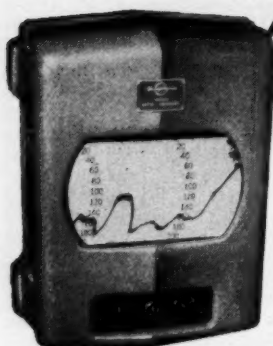
Now the mail contract has been transferred to the *Leota*, a 53-foot vessel owned by Burrass Smith of Anacortes. Smith will carry on for the next four years as a "star" route, handling only locked pouches of mail. No open mail will be handled.

During the summer the *Osage* is scheduled to continue her daily trip through the maze of islands, with stops at Urban, Doe Bay, Olga, Rosario, East Sound, Shaw, Orcas, West Sound, Deer Harbor and Friday Harbor. Despite the loss of the mail contract the *Osage* will carry on as long as the freight and passenger run proves profitable.

Black Ball Notes . . . Skippers on the ferry *Quinault*, which is now making the round trip between Edmonds and Kingston, Washington, every 80 minutes are Captains A. E. Draper, Bush Leighton and Frank Cash. This service is now one of the main links to the Olympic Peninsula since the Edmonds-Port Ludlow run was discontinued June 12. The *Quinault* is now making 14 trips daily.

. . . On the second ferry link to the Olympic Peninsula, the Lofall-South Point run, an unusual feature is that the ferry transfer bridges here are 22 feet wide and approximately 125 feet long, including aprons. This is the first operation in Puget Sound where loading or unloading two lanes of cars at the same time is possible. The Black Ball ferry *Vashon*, 55 cars capacity, makes the round trip here every 35 minutes. Skippers are Captains Milvin Van Nieuwenhuise, Ray Kemp, Jack Hurley . . .

. . . When the new ferry terminal at Winslow is completed it will have the same type of installation as on Hood Canal. The next big change in the Puget Sound Navigation Company system will come with the completion of the Agate Pass bridge this fall when it may require three ferries shuttling between Winslow and Seattle to take care of increased traffic between Seattle and the Kitsap peninsula.



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Makua	Honolulu, T. H.	T. H. Fish & Game Commission
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Marine Products

New 30-hp Redwing Diesel

Red Wing Motor Company, Red Wing, Minnesota, adding continually to its line of marine diesels, available from 30 to 200 hp, announces its latest now in production as the 4-cylinder, 4-cycle D4-30 model with bore of 3 5/16 inches and stroke of 3 3/4 inches with 129 cubic inches piston displacement.

It develops 30 hp at 1800 rpm and is available in direct drive models or with various ratios of reduction up to 3-to-1, and also in opposite rotation for twin-screw installations.

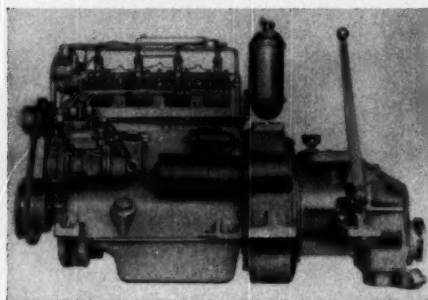
This is an overhead valve type engine with removable wet type cylinder inserts, full pressure lubricated

gear shifts, neutral clutches, and hydrodrive models.

New Sen-Dure Catalog

Sen-Dure Products, Bay Shore, New York, N. Y., announce the publication of its new 1950 catalog, describing in detail all models of the Sen-Dure heat exchanger for marine engines. Also included in the catalog are specifications and illustrations of the Sen-Dure line of oil coolers, galley water heaters and accessories.

Of special interest is a 4-page listing by model and size of the heat exchangers for various makes of gasoline and diesel engines. The catalog is free upon request.



Fuel injection side of D4-30 Red Wing reduction model marine diesel.

and incorporating complete fresh water cooling system.

The engine starts very easily and is especially smooth running and economical to operate. The direct drive model weighs only 825 pounds. The engine is suitable for medium size fishing boats, utility craft, cruisers and auxiliaries.

Universal Super-Six Catalog

Complete information and specifications on the new Universal Super-Six engine, now available in 145-hp Express and 130-hp Stevedore models, is obtainable from the Universal Motor Company of Oshkosh, Wisconsin. Complete catalogs and price lists for the Universal line are also obtainable.

Tips for Outboard Owners

A completely revised edition of the booklet, "Your Outboard," has just been published by Socony-Vacuum Oil Company, Inc., and is available to boat owners at Mobilgas marine service stations.

In addition to tips on trouble shooting, winter storage, trolling and safety, the new edition contains information about underwater gears,

Choice of Wider Mountings Offered for Universal Models

The Universal Motor Company, 347 Universal Drive, Oshkosh, Wisconsin, has announced that their 45-hp Blue Jacket Flexifour, 90-hp Cruiser Six, and 110-hp Sea Lion Six models are now available with 22 1/2-inch mountings. These are available for either solid or rubber mountings at no additional cost.

The new wider mountings have been designed to make Universals interchangeable with other makes of

engines without major engine bed changes.

The Blue Jacket Flexifour is also offered with the 11 1/2-inch mounting as formerly, and the Sea Lion Six and the Cruiser Six are also available in the standard 13-inch mounting.

"Fire Protection Standards For Motor Craft" Available

A new booklet for sale by the National Fire Protection Association, 60 Batterymarch St., Boston 10, Mass., provides a complete check list of safety precautions against fire. The title is "Fire protection standards for motor craft, 1950," is 36 pages long, and sells for 35c.

Rough Trip Down West Coast Experienced by San Rafael Men

H. R. Potter, head of Marin Yacht Sales, San Rafael, California, his son Harold, and friend Ad Mooney, also of San Rafael, had a very rough trip bringing a 63-foot AVR south from White Salmon, Washington, to San Rafael.

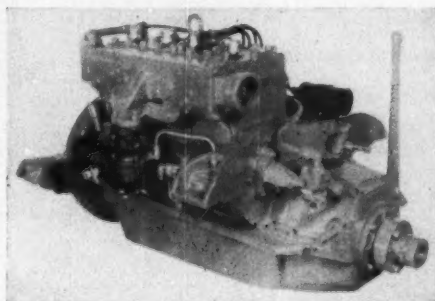
Off Pt. Gordo they were bedeviled by huge following seas, young Harold was very nearly washed overboard, and all the glass in the deck house was smashed.

The craft is owned by Luther Warda of San Francisco. At Potter's Marine Yacht Service, the AVR will undergo remodeling to turn her into a smart pleasure craft.

Dr. Russell H. Huff, Seattle, Buys Boat Show K-38

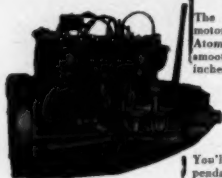
The Kettenburg-38, built by Kettenburg Boat Works, San Diego, which was shown at the Seattle Boat Show, has been sold to Dr. Russell H. Huff, Seattle. This was No. 7 in the new series of racing-cruising sloops. At San Diego last month, No. 9 was being completed for delivery to a new owner. This is the same type as the *Scandia*, which won the overall trophy in the Newport-Ensenada international yacht race in May.

Universal's Blue Jacket Flexifour model is available in 11 1/2 and 22 1/2-inch mountings.



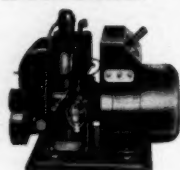
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Universal Atomic Four

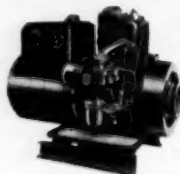


The most talked about marine motor today — the amazing Atomic Four packs 25 quiet, smooth horsepower in a mere 26 inches! Think of the extra room it means in small cruisers, auxiliaries, runabouts! And it's Universal 100% marine designed—built for the sea, not converted for it. You'll praise its downright dependability, surprising economy.

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Universal 1200 watt model; others in 600, 750 and 2000 watts.

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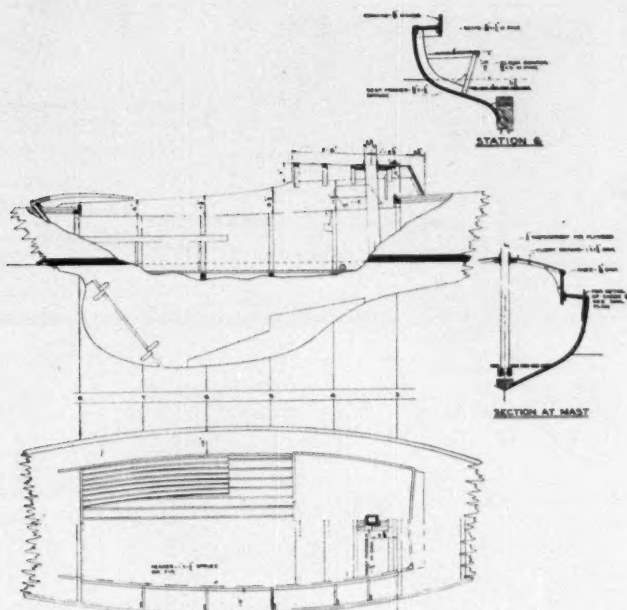
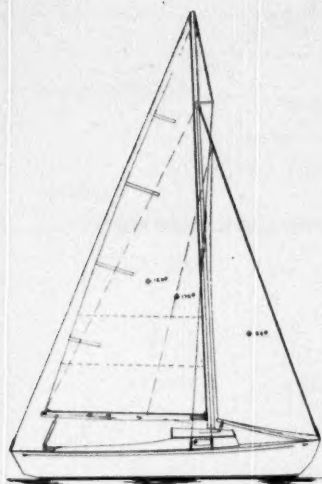
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19-Foot Sloop by Brandlmayr

THIS 19½-foot round bottom, keel sloop is a stock design by John Brandlmayr, Vancouver, B. C., naval architect. Beam is 5 feet 10 inches and draft 3 feet 3 inches. The large cockpit affords plenty of space for the family or friends during the day with the cuddy being useful for protection from sun and weather.

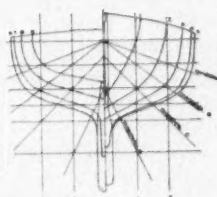
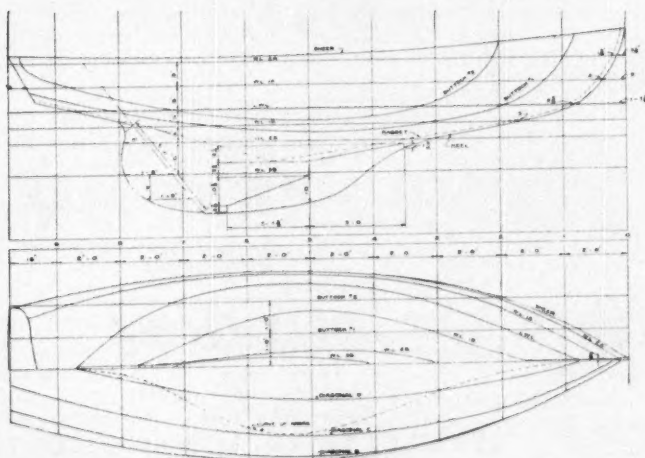
By choosing the weather and rec-

ognizing the limitations of small size, considerable pleasant cruising can be done in this little boat. The cuddy cabin provides shelter with 3 feet headroom from floor to beams. Mattresses at floor level can be placed with the head ends at the after end of the cabin and the mattresses extending up under the forward deck.

The hull may be strip built on sawn frames or conventional con-

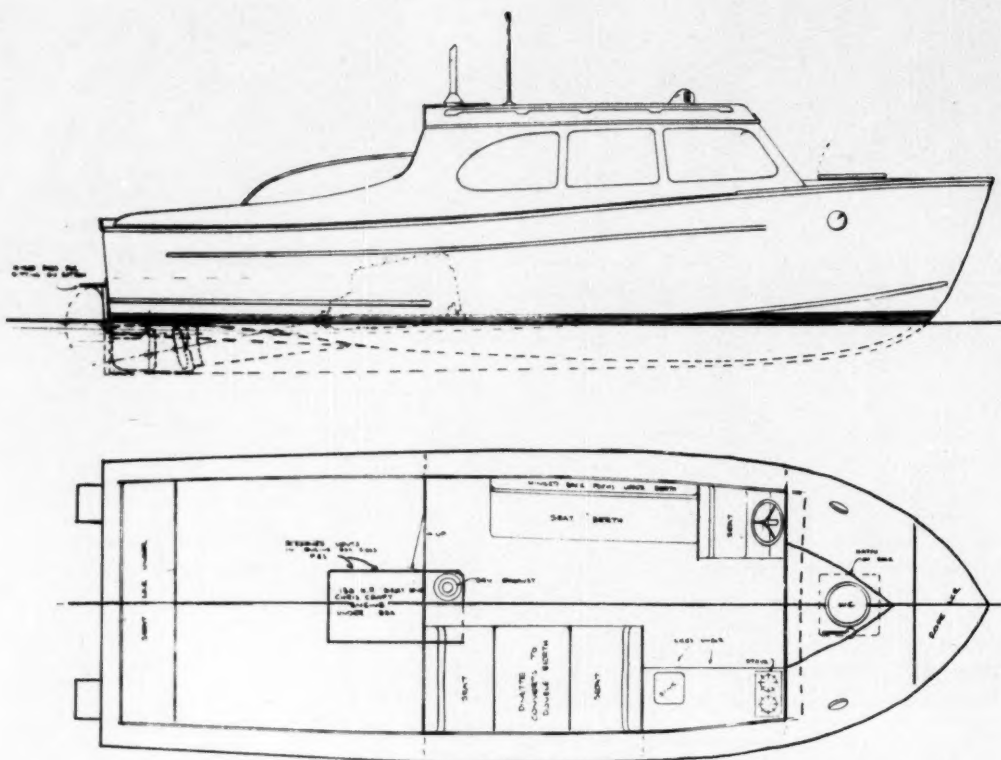
struction with bent oak frames may be used. Auxiliary power can be supplied by an outboard motor in a well located just aft of the rudder post or by a small inboard.

No attempt has been made to obtain the maximum accommodations possible in a 19-footer. Fine sailing performance was not sacrificed for cabin space so that this boat is graceful, fast and responsive.



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Tunnel-Stern Cruiser for Shoal Waters

WHEN Dan Cuddy of Anchorage, Alaska, desired a fast, shallow draft cruiser for sport fishing and hunting in the Cook Inlet area, this 26-foot tunnel stern cruiser was designed to meet his requirements by Ed Monk & Lorne Garden, Seattle naval architects, and built by Bryant's Marina, Seattle.

Upon completion this new boat, the *Betty C.*, underwent a series of rigorous tests at Bryant's. The hull was found level riding, non-pounding, and extremely dry in choppy water.

Speed tests were made over the measured nautical mile course on Lake Washington with two passen-

gers and 450 pounds ballast to simulate normal cruising equipment. The *Betty C.* was found to come onto a plane at 13.8 mph with the 130-hp, direct drive Chris-Craft engine turning at 2000 rpm. Cruising speed is 16.10 mph at 2200 rpm and top speed is 20 mph at 2725 rpm. A 15 by 10-inch Michigan propeller was used.

As the result of these satisfactory results, Bryant's intend to adapt this hull to other cabin arrangements, such as a trunk cabin, open bridge sportsfisher, or general work boat.

As can be seen from the profile, the *Betty C.* has a true tunnel stern and draws only 18 inches, making operation possible in shoal waters.

The boat is designed to sit upright on the mud during the extreme low tides common to Alaskan waters. Beam is 9 feet.

Construction includes $\frac{1}{2}$ -inch plywood sides and bottom. Longitudinal frames are 1 by $1\frac{1}{2}$ -inch fir and transverse frames are 1-inch oak on 2 to 3-foot centers.

Southwestern Yacht Club

Southwestern Yacht Club, San Diego, in opening day ceremonies honored its vice commodore, H. P. Wilke. The inspection group included Jack Stephenson, K. G. Vaughan, Ray Thomas, Louis Pohl and Commodore Frank Belt.

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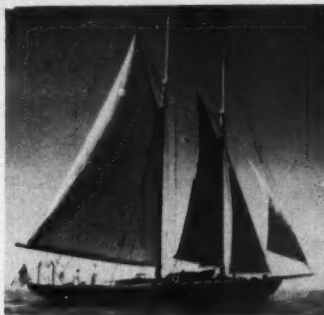
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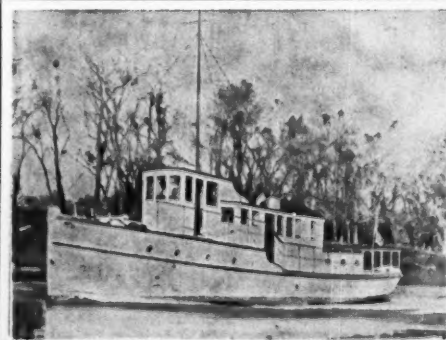
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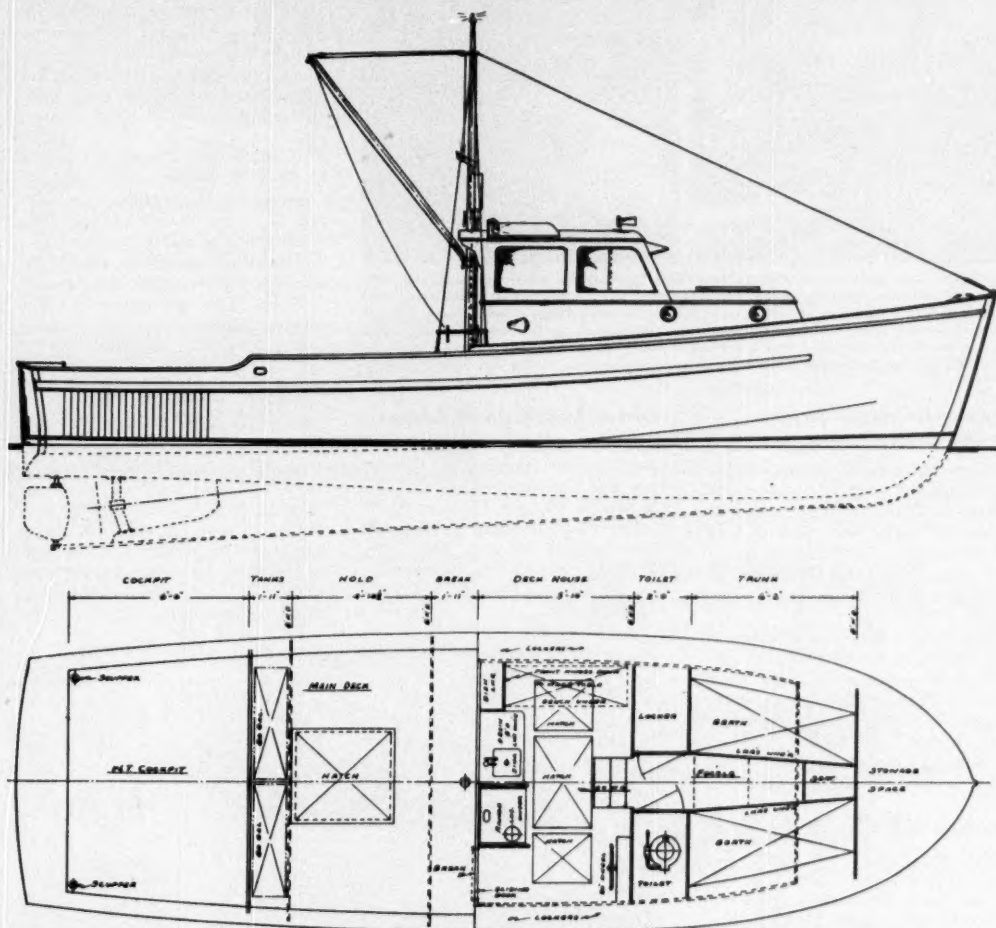
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Speedy Fisherman Makes 15 Knots



HERE is a design by Walter C. Howell, Bellingham, Washington, naval architect, that will take the eye of every fisherman who wants to get up and go. This profile and arrangement plan is for a 35 by 11-foot crab boat that will plane at 10 knots and have a top speed of 15 knots with a Kermath 160-hp Sea-Mate.

This is a high-speed combination boat with many uses. The hull is of a modified monohedron type with long, flat buttocks, and plenty of flare and beam. Draft is only 3½ feet.

This boat is a development of the *Hazel*, a 38-foot planing troller featured in the design section of *Pacific Motor Boat* last November. Such interest was evidenced in the *Hazel* that the designer within several

months had received more than 100 letters of inquiry and had 26 boats from the original designs under construction in places as far away as Holland and Australia.

Being laid down along the same general lines as the *Hazel*, she is assured of sparkling performance and ability in a seaway at extreme speeds. This boat should find its place in many types of fishing and general purpose work.

Construction is medium heavy with 1½ by 3½-inch fir frames. Planking is 1-inch, keel 4 inches, ¾-inch plywood decks and deckhouse, 1-inch caulked deck in the cockpit, and ironbark guards and trim.

The arrangement plan shows the compact arrangement of the galley and pilot station, with a toilet compartment, locker, and two berths in

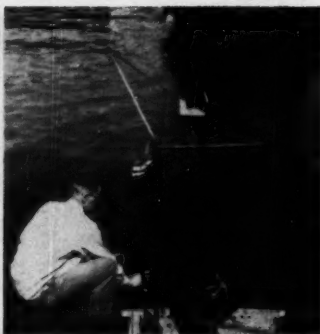
the foc'sle. For working the vessel there is ample room aft.

The boat was designed for John Cundiff of Bellingham.

Sequoia Yacht Club

Sequoia Yacht Club, Redwood City, won the Claude Benham Trophy, awarded annually by the Pacific Inter-Club Yacht Association to the member yacht club which puts the greatest percentage of its eligible boats out on San Francisco Bay during the Opening Day yacht parade.

Sequoia scored 100 per cent, putting 15 boats into the parade out of a possible 15. There were 364 boats eligible for the parade, and 268 actually participated from the member clubs.



The LT-518, Seattle Army port of embarkation Mikimiki type tug, has a real baby sister ship. Her diminutive namesake was built by Jack and James Enel from plans supplied by the Army. This model is built to a 1/32 scale of her big sister, is powered with an electric fan motor on a 2-to-1 reduction, turning a 4-inch wheel at 1000 rpm. The little 48-inch tug is a working model of the big tug, can be radio-controlled from a distance of two miles. In the photo at right it is pulling a 4 by 1½ foot barge. Running free she has a speed of more than 4 knots.—Howard E. Jackson.

Commander Wayne Director of 12th District C. G. A.

Commander A. W. Wayne, USCG, has relieved Commander George H. Miller, USCG, as director of Auxiliary, 12th Coast Guard District, with headquarters in San Francisco.

Commander Miller will assume command of the U. S. Coast Guard cutter *Taney*.

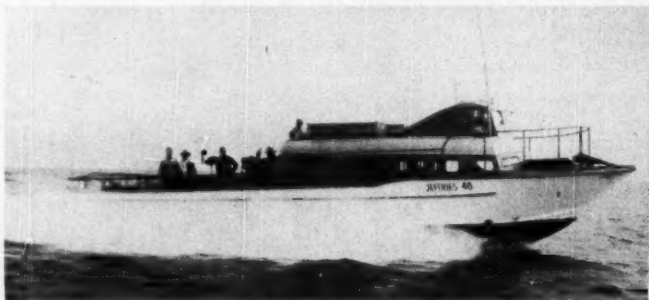
Commander Wayne, a graduate of the USCG Academy at New London, Conn., class of '37, saw much action with the Coast Guard in the South Pacific. He has been interested in the Coast Guard Auxiliary for several years and has looked forward to his new assignment.

Rio Vista Boat Club

The Rio Vista, Calif., Boat Club has been formed, with some 14 boats in the fleet, that made a cruise recently to Sacramento. Dr. H. J. Elle, Rio Vista, one of the leaders in the new club, recently took delivery of a new Chris-Craft 19-foot racing runabout from the Sacramento Yacht & Supply Co.

Winslow Buys Harco 40 Cruiser

Charles Winslow, Oakland Yacht Club, former commodore of that club, and president of the California Marine Parks & Harbors Association, has purchased a Harco 40 motor cruiser formerly owned by Hugo L. Menke, San Francisco, through Bauman Bros. & Dick Miller, Sausalito.



Headed for Albacore is the new sportfisher, shark-bowed Jeffries 48 out of Newport Beach, on her daily run to San Clemente Island, 36 miles southwest of the coastal city. The plywood-hulled Jeffries 48 can make San Clemente Island from the Jetty in two and a half hours, the return trip in two hours and 20 minutes.

San Francisco Yacht Club

A two-time winner of the Danforth Trophy in the San Francisco Yacht Club's annual Farallone Island race, made it three times straight last month, when Aldo Alesio, skipper of the Farallone Clipper *Mistress*, captured first place with best elapsed time and best corrected time.

Alesio covered the 60-mile course in 16:41:43, during a day of indifferent winds which puffed from several different directions, and quit altogether a couple of times.

Second in Class B was *Gladys N.*; Class A saw *Holganza* and *Landfall II* finishing in that order; and *Veleiro* and *Xanadu* were first and second in Class B.

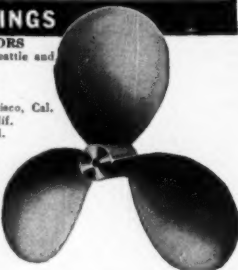
Humboldt Speedboat Club

The Humboldt Speedboat Club, Eureka, Calif., has leased waterfront property and will build floats for speedboats, and facilities for staging regattas, it was announced by Jack Mulcahy, club captain. Numbers and letters were assigned to 24 boats in the club, and Mulcahy said the letter "h" will be used as a designation for Humboldt.

★Columbian★

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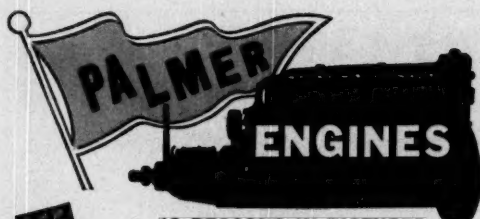


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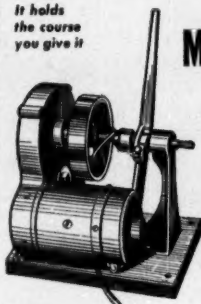
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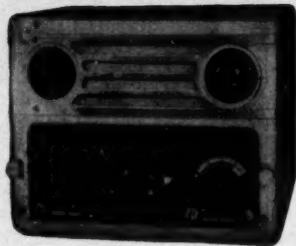
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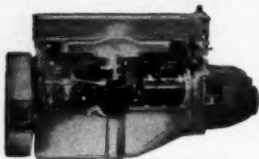


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TRADE WINDS

Skilled hands at the helm of west coast boating business this month included . . .

★ **ROBERT O. BULLWINKLE**, manager of Sunde & d'Evers Co. of Seattle, announces the addition to the firm staff of **Russell Wetherell**, who will be placed in charge of industrial sales for the marine supply company. Wetherell is well-known around Seattle, having been western division purchasing agent for the U. S. Plywood Co., and previously for the Olympic Foundry Co. He was also with Seattle Hardware Co. five years.

★ **CARL HALVORSEN**, co-owner of the Lars Halvorsen Sons Ptd., Ltd., has announced the appointment of **Owens Pacific Yachts, Inc.**, Newport Beach, California, as distributor in Southern California for the Australian manufactured line of Halvorsen yachts.

★ **E. A. TIARKS** is the new district representative for the Caterpillar Tractor Company in Seattle. Tiarks, formerly the Salt Lake City district representative, will be assisted by **R. M. Richards**, Portland, who has recently been promoted assistant district representative. Tiarks replaces **H. A. Manuel** who has been transferred to Fresno, California, as district representative there.

★ **SOUTH COAST CO.** has recently been appointed a dealer for the Newport-Balboa area by Pacific Division, Bendix Aviation Corporation. The company will handle the Bendix Depth Recorder with models ranging from 50 to 400 fathoms.

★ **WILLIAM "BILL" MARCHINGTON**, who for the past 15 years has been in the sales and engineering department of the Enterprise Engine & Foundry Co., San Francisco, has purchased the interest of the late **Frank Gassagne** in Thomson Machine Works, San Francisco, and has become vice-president of the corporation. **Angelo Benedetti**, president, will continue in charge of the machine shop and service facilities of the company. **Miss Helen Powers** is secretary-treasurer of the concern, and **Robert McGahie**, an attorney, is a member of the board of directors. The company is northern California distributor for the Redwing marine engines and Michigan propellers. It is also dealer for Walter gears, Jabsco pumps, Monel shafting, Arnolt and many other marine items.

★ **C. R. EVENSON**, president of the Michigan Wheel Company, Grand Rapids, Michigan, announces the appointment of **T. F. W. (Ted) Meyer** to the company staff in capacity of chief engineer in charge of design and engineering development of all its divisions. As original designer of the famous Equi-Poise propeller, he is generally regarded in boating circles as one of the country's foremost authorities on propulsion problems. He has a fund of knowledge and experience in high-speed applications gained from successful "wheeling" of the majority of America's major-class hydroplanes of the last decade or two.



William "Bill" Marchington, vice-president, Thomson Machine Works, San Francisco

★ **BILL MARKEY** of the Markey Machinery Co., Seattle, announces the appointment of **H. J. Wickert & Co.**, 770 Folsom St., San Francisco, as new California representatives for the Markey line of deck machinery which includes winches, capstans, hoists, steering machines, windlasses and towing machines.

★ **J. D. FLETCHER**, a vice-president of Caterpillar Tractor Co., has resigned as vice-president, according to a company announcement. Fletcher has been in charge of the New York office of Caterpillar and will continue to serve the company as a consultant, realizing a long-held ambition to return to California, his birthplace. He will be at the San Leandro plant.

★ **BIRGER A. GUTHE CO.**, Long Beach, has announced its appointment as distributor for the world-famous **Lister-Blackstone** diesel engines, three to 480 hp. The Long Beach company also handles American Hammered Piston Rings, Sharples Centrifuges and Thompson valves.

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Trailer Cruising

(Continued from Page 15)

again on the up-grade. This lake will be approximately 60 miles in length and amply deep for cruisers. For river work above the lake outboard motors of not less than 7½ to 10 hp are recommended.

Down-river, below Needles, Lake Havasu is already an old lake, its camps well known and slowly being improved. Beginning with Shorty's Camp at Topock, there are three on the Arizona side. Site Six, approximately halfway down the lake at an abandoned but still good army landing field and a new camp on the Bill Williams arm of the lake, some three miles above Parker Dam. There is also a good free launching ramp about 300 yards above the dam but no other accommodations. Site Six is reached via Topock and a graded desert road—or by air, the Williams River camp via Earp, California, on Highway 72.

On the California side, Heyden's Camp and Road's End, 10 and 16 miles above Parker Dam, over a very steep but reasonably good gravel road, are also reached via Earp, while Needles Landing, nearly opposite Site Six, is accessible from Highway 95, some 20 miles south of Needles, over an 18-mile strip of good gravel road.

Boats, motors, fuel and launching sites are at all these camps. At Site Six meals and a few cabins are available. At the others there are camp grounds and trailer camps but no store. All but Shorty's Camp charge a launching fee of \$1.00 and all charge 50 cents per day for camping privileges. Facilities are limited, plumbing is early American and shade is not too plentiful, though there is some at all but Site Six and the Williams River camp.

Inboard runabouts and cruisers are not recommended for Lake Havasu unless the skipper is thoroughly familiar with the shallows, bars, submerged rocks and trees. The vicinity of Mojave Rock, 30 miles above the dam, is particularly difficult because of the huge and constantly shifting bars deposited where the stream flow fans out into the still waters of the lake.

Above Mojave Rock 10-mile long Mojave Canyon, a rugged, colorful chasm, spectacular as those of Lake Mead, ends at Topock Bay and Shorty's camp, a distance of about 42 miles above the dam.

In the 15 miles below Parker Dam to Burns Camp near Earp, the river is well timbered and hundreds of camp sites are available, some privately owned, others free for the using. Good launching sites are at Burns Camp and Tommy Kinders, about six miles below the dam.



Past Chief Commander Frederic W. Keator visited District 16 of the United States Power Squadrons during June as official emissary of Chief Commander Arthur N. Clifton. All Squadrons in the Puget Sound area including Everett, Seattle and Tacoma, as well as Portland on the Columbia River participated in his entertainment.

Large boats, other than outboard runabouts and cruisers, are not practical in most places on the river itself.

There are many camping spots along the river below Earp and camps near Blythe and Yuma. For information in this area write the Chambers of Commerce at these towns; but whatever your choice of boat and location, take along the fishing equipment and get set for a vacation that's entirely different.

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Kootenay Launch Club

L. F. Gilbert, pilot-owner of the power boat *Lady Bird*, who has been commodore of the Kootenay Launch Club, Nelson, B. C., since the earliest days of its existence, has been unanimously re-elected to that office, and so were the other officers—Dr. Ray Shaw, honorary commodore; Ed Stromstead, captain; Guy S. Mayo, secretary-treasurer, and W. M. Young, auditor.

Balboa Island Yacht Club

Junior Staff Commodore Castle-ton Smith of the Balboa Island Yacht Club, as retiring commodore, received a solid gold membership card at the opening of the 1950 season. Officers for 1950 are: Commodore Fred Smales; vice-commodore Harry Blodgett, and Rear Commodore Converse Wurdemann.

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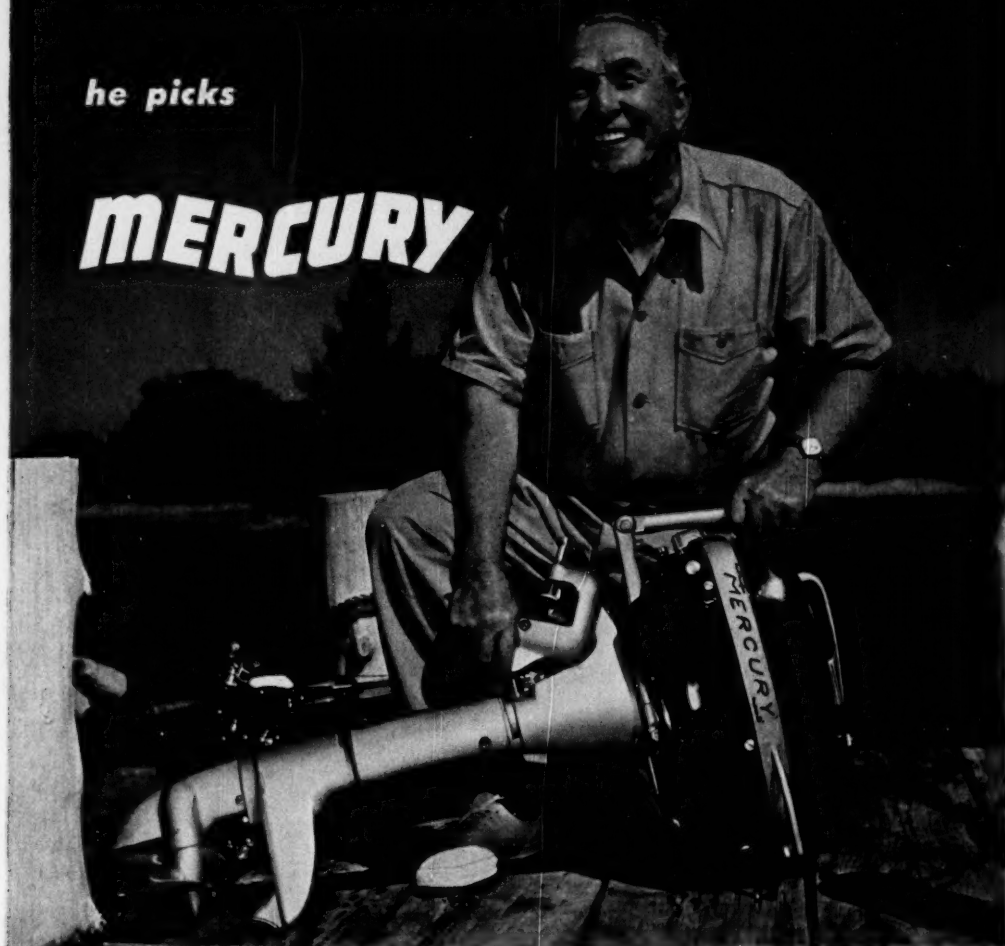


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